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Rules and Regulations

Title 7—AGRICULTURE

Chapter VIII—Commodity Stabilization Service (Sugar), Department of Agriculture

SUBCHAPTER F—DETERMINATION OF NORMAL YIELDS AND ELIGIBILITY FOR ABANDONMENT AND CROP DEFICIENCY PAYMENTS

[Sugar Determination 846.3]

PART 846—HAWAII

1960 and Subsequent Crops

Pursuant to the provisions of section 303 of the Sugar Act of 1948, as amended, Part 846, Chapter VIII of Title 7 of the Code of Federal Regulations is revised to read as follows:

§ 846.3 Normal yields and eligibility for abandonment and crop deficiency payments for sugarcane farms in Hawaii, 1960 and subsequent crops.

(a) *Purpose.* The provisions of this section set forth the basis for determining the normal yields of farms in Hawaii for 1960 and succeeding years and for determining the eligibility for abandonment and crop deficiency payments of farms in Hawaii with respect to the 1960 and subsequent crops, pursuant to the provisions of the Sugar Act of 1948, as amended (hereinafter referred to as "act").

(b) *Definitions.* For the purposes of this section, the terms:

(1) "State Administrative Officer" means the person employed to be responsible for the day-to-day operations of the Hawaii Agricultural Stabilization and Conservation State Office, or any employee in such office acting on behalf of such person.

(2) "Planted acre", "planted acres", or "planted acreage" means the acres planted to sugarcane which is either harvested for the extraction of sugar or liquid sugar, or is abandoned, insofar as use for sugar production is concerned, because of drought, flood, storm, freeze, disease, or insects, provided the abandoned acres were suitable for the production of sugarcane and were cared for until the time of abandonment in a manner which could have been expected under average conditions to produce a normal crop of sugarcane.

(3) "Annual yield" for a farm for a calendar year means the yield per planted acre in that year, expressed in hundredweight of sugar, raw value, commercially recoverable, as computed by the use of the planted acres for the farm for such year and the amount of sugar, raw value, commercially recoverable, as determined for the farm for such year in accordance with § 836.1 of this chapter.

(4) "Base period" for each farm for a calendar year means all of the most recent calendar years in each of which there were planted acres on the farm, not to exceed five years within the preceding ten-year period.

(5) "Local producing area" means all contiguous or nearby farms or parts of farms which are similar with respect to climatic conditions, types of soil or with respect to topography, as determined by the State Administrative Officer: *Provided*, That farms separated from other farms by any natural barrier or large area of land shall not be included within the same local producing area.

(c) *Farm normal yield.* The normal yield per acre for each sugarcane farm in Hawaii shall be established for each calendar year as follows:

(1) For a farm having a base period of three or more calendar years, the normal yield shall be the simple average of the annual yields for the farm for all of such years.

(2) For a farm having a base period of less than three calendar years, or no base period, the normal yield shall be that established by the State Administrative Officer on the basis of the normal yields of other farms in the same local producing area, variations in soil productivity, climatic conditions, cultural practices and other pertinent factors.

(d) *Eligibility for abandonment and deficiency payments—*(1) *General.* For each calendar year, each sugarcane farm having abandonment of sugarcane acreage during such year, or having a crop deficiency of harvested acreage of sugarcane in such year resulting in production below 80 percent of the normal yield for such acreage for such year, or having both such abandonment and deficiency, shall be eligible for payments relating thereto, and such payments shall be certified, if the following conditions with respect to the farm are met:

(i) The abandonment or deficiency was caused directly by drought, flood, storm, freeze, disease or insects.

(ii) The abandoned sugarcane acres, or the harvested acres of sugarcane with respect to which there was such crop deficiency, were suitable for the production of sugarcane and were cared for until the time of harvest or abandonment, as the case may be, in a manner which could have been expected under average conditions to produce a normal crop of sugarcane.

(iii) The farm was located in whole or in part in a local producing area for which the State Administrative Officer determines that due to drought, flood, storm, freeze, disease, or insects, the actual yields of commercially recoverable sugar from the planted acres on farms or parts of farms in such local producing area were below 80 percent of the applicable normal yields for such acres either for 10 percent or more of the number of such farms or parts of farms in such local producing area, or for 10 percent or more of the total planted acres in such local producing area.

(iv) There was compliance with all the other conditions for payment prescribed by the act.

(2) *Certification.* The signing of the recommendation for payment and certification by the State Administrative Officer of an application for an abandonment payment or a crop deficiency payment, or both, shall constitute a determination that the farm with respect to which such application is made is eligible for such a payment or payments, as the case may be.

STATEMENT OF BASES AND CONSIDERATIONS

Section 303 of the act authorizes the Secretary to make payments to producers of sugarcane with respect to bona fide abandonment of planted acreage and crop deficiencies of harvested acreage under certain conditions. The payments are computed in reference to normal yields of commercially recoverable sugar per acre, as established for individual farms pursuant to determinations issued by the Secretary.

The pertinent language of section 303 regarding eligibility for these payments reads: " * * * the Secretary is also authorized to make payments, on the conditions provided in section 301, with respect to bona fide abandonment of planted acreage and crop deficiencies of harvested acreage, resulting from drought, flood, storm, freeze, disease, or insects, which cause such damage to all or a substantial part of the crop of * * * sugarcane in the same * * * local producing area, as determined in accordance with regulations issued by the Secretary * * *".

This determination primarily represents a reissuance of the determination which became effective with the 1950 crop. For purposes of clarity, the paragraph on definitions is revised. The references to governmental agencies reflect the current organization of the Department.

The most significant change included in this action relates to the evaluation of a substantial part of the crop in a local producing area. This action broadens the basis for such evaluation through the consideration of either the number of farms (or parts of farms) on which yields are reduced by the damage or the total number of acres of sugarcane on the farms where the damage occurred. Generally similar provisions are applicable in the Domestic Beet Sugar and Mainland Cane Sugar Areas. For previous crops in Hawaii, consideration was limited to the total number of acres of sugarcane. The change is made effective for the 1960 crop because of volcanic damage. It will permit the approval of abandonment or deficiency payments with respect to certain small farms otherwise ineligible because of location in a local producing area wherein the damage affected the acreage on more than ten percent of the farms but did not affect as much as ten percent of the total acreage.

Another change lengthens the base periods to be used in establishing normal

yields for certain individual farms. Under the change, the base periods for such farms will be extended to cover the most recent years in which sugarcane was either harvested or abandoned, not to exceed five years within the preceding ten-year period. Unlike the practice in most other areas, sugarcane in Hawaii is harvested only after about two years of growth. Thus, on farms where only a part of the sugarcane has reached this stage of growth, the balance of the cane would be harvested in the following year. Conversely, where none of the sugarcane has reached this stage of growth in a particular year, all of the cane is harvested in the following year. For these latter farms the former base period, comprising the next preceding five calendar years, covered no more than three crops. When abandonment or crop deficiency reduced the yield on these farms for one or more of such crops, the average yield was reduced sharply. Since the average yields for some of such farms became the normal yields, abandonment or deficiency payments were affected unfavorably. This would be especially noticable for the 1960 crop because of significant volcanic damage and the inclusion of the similarly damaged 1955 crop in a five-year base period. The lengthening of base periods for certain farms, particularly those harvesting all of their sugarcane in alternate years, will provide coverage of numbers of crops more comparable with the numbers included for other domestic sugar producing areas, and should result in more representative farm normal yields.

Accordingly, I hereby find and conclude that the aforesaid determination will effectuate the applicable provisions of the act.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153. Interprets or applies sec. 303, 61 Stat. 930, as amended; 7 U.S.C. 1133)

Issued this 30th day of December 1960.

C. M. FERGUSON,
Acting Secretary of Agriculture.

[F.R. Doc. 61-97; Filed, Jan. 5, 1961; 8:47 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

PART 927—MILK IN NEW YORK-NEW JERSEY MARKETING AREA

Subpart—Classification and Accounting Rules and Regulations

MISCELLANEOUS AMENDMENTS

Pursuant to provisions of § 927.36 of the order, as amended (7 CFR Part 927; 22 F.R. 4643), regulating the handling of milk in the New York-New Jersey marketing area, and of the Administrative Procedure Act (5 U.S.C. 1001 et seq.), a public meeting was held at New York,

New York, on November 22, 1960 to consider proposals for the amendment of the rules and regulations heretofore issued (7 CFR § 927.101 et seq.) pursuant to said order. Notice of said public meeting was issued on October 20, 1960, and published in the FEDERAL REGISTER on November 5, 1960 (25 F.R. 10601).

After due consideration of the data, views, and arguments presented by interested parties at such public meeting, the rules and regulations heretofore amended are hereby further amended, subject to the approval of the Secretary of Agriculture, as follows:

Amend § 927.149 to read as follows:

§ 927.149 Cream—step 3.

Deduct butterfat received in the form of packaged sour cream from butterfat leaving the plant or in the closing inventories at the plant in the form of packaged sour cream. If such butterfat is nonpooled butterfat, it should be deducted as far as possible from packaged sour cream other than Class II.

Amend § 927.159 to read as follows:

§ 927.159 Cream—step 5.

Deduct butterfat received in the form of sour cream from butterfat leaving the plant or in the closing inventories at the plant in the form of sour cream. If such butterfat is nonpooled butterfat, it should be deducted as far as possible from butterfat in sour cream other than Class II.

§ 927.124 [Amendment]

Amend § 927.124 by changing the words "two quarts or less" to "four quarts or less."

Issued at New York, N.Y., this 21st day of December 1960.

C. J. BLANFORD,
Market Administrator.

It is hereby determined that it is unnecessary and impracticable to defer the effective date of the above tentative amendment 30 days or more after publication in the FEDERAL REGISTER in that (1) a copy of said tentative amendment was mailed on or about December 21, 1960, to all handlers operating pool plants, thus affording such handlers a reasonable time to prepare for the effective date here specified, and (2) the said tentative amendment is required by provisions of the said order to be effective on the first of the month following its approval.

Accordingly, the said tentative amendment is hereby approved on behalf of the Secretary of Agriculture this 3d day of January 1961 to be effective on and after February 1, 1961.

(Sec. 5, 49 Stat. 753, as amended; 7 U.S.C. 608c)

ROY W. LENNARTSON,
Deputy Administrator.

[F.R. Doc. 61-96; Filed, Jan. 5, 1961; 8:47 a.m.]

Title 41—PUBLIC CONTRACTS

Chapter 50—Division of Public Contracts, Department of Labor

PART 50-202—MINIMUM WAGE DETERMINATIONS

Electron Tubes and Related Products Industry; Correction

In the above entitled document amending Part 50-202 of Chapter 50 of Title 41 of the Code of Federal Regulations published at 25 F.R. 12553 by adding thereto § 50-202.58, the effective date of the regulations set forth in paragraph (d) reading "January 7, 1960" should read "January 7, 1961".

Signed at Washington, D.C., this 30th day of December 1960.

JAMES P. MITCHELL,
Secretary of Labor.

[F.R. Doc. 61-85; Filed, Jan. 5, 1961; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket No. 323; Amdt. 1-4]

PART 1—CERTIFICATION, IDENTIFICATION, AND MARKING OF AIRCRAFT AND RELATED PRODUCTS

Location and Size of Aircraft Nationality and Registration Marks

On March 24, 1960, the Federal Aviation Agency, in Draft Release 60-5 (25 F.R. 2734), proposed a uniform method of displaying identification marks on fixed-wing aircraft. The proposal was based upon the experience gained in observing aircraft marked in accordance with Part 1 and Special Civil Air Regulation SR-412B.

After full consideration of all comments received, it has been determined that identification marks at least 12 inches high should be required on the fuselage or, at the option of the aircraft owner, on the vertical tail. The use of 12-inch side markings has been advocated by the U.S. Air Force for many years as a means of decreasing the collision hazard associated with air-to-air identification. In addition, air traffic controllers have advised that such marks, by facilitating the identification of aircraft, aid in the control of air traffic. The new requirements being adopted by this amendment are those presently contained in the permissive SR-412B. Accordingly, aircraft which are displaying marks in accordance with SR-412B will require no modification.

The proposed requirement of lower wing surface markings are not being adopted. Comments received indicate that such markings are of little value in

air-to-air identification. It is recognized that identification marks on the lower wing surface may, in some instances, serve as a means of identifying violators of noise abatement programs and this matter was given particular attention. However, unless the aircraft is flying at an appropriate altitude, attitude, and speed; the observer is situated directly below the flight path; it is during daylight; and weather conditions are favorable, these marks are of little value in effecting positive ground-to-air identification. In view of these factors and considering the cost to aircraft owners and operators of applying and maintaining lower wing surface marks, the Agency has concluded that sufficient justification does not exist to require the display of such marks.

A number of comments were concerned with the problem of removing old marks, particularly with regard to fabric-covered aircraft. The regulation does not prohibit the continued display of such marks as an addition to those required.

Many persons objected to the one-year compliance date as being too short. The Agency believes these objections are valid and the display of identification marks in accordance with the new standards will not be mandatory until January 1, 1966, except that on and after January 1, 1962, newly marked and completely remarked aircraft must comply with the new standards.

In consideration of the foregoing, Part 1 of the Civil Air Regulations (14 CFR Part 1, as amended) is hereby amended as follows, effective December 31, 1960:

1. By amending § 1.101 by deleting from the introductory paragraph the phrase "in paragraphs (a) and (b)" and inserting in lieu thereof "in paragraphs (a) through (c)" and by adding a new paragraph (c) to read as follows:

§ 1.101 Display of identification marks.

* * * * *

(c) The application of identification marks on fixed-wing aircraft shall be subject to the conditions of subparagraphs (1) and (2) of this paragraph.

(1) On and after January 1, 1966, the location and measurement of identification marks on fixed-wing aircraft shall be in accordance with §§ 1.102 and 1.103.

(2) Prior to January 1, 1966, the provisions of §§ 1.102 and 1.103 or the provisions of subdivisions (i), (ii), and (iii) of this subparagraph shall be complied with, except that on and after January 1, 1962, all fixed-wing aircraft which are newly marked or completely remarked shall display identification marks in accordance with §§ 1.102 and 1.103.

(i) *Wing surfaces.* Identification marks at least 20" high shall be displayed on the right half of the upper surface and the left half of the lower surface of the wing structure. As far as possible, the marks shall be located an equal distance from the leading and trailing edges of the wing. The top of the marks shall be toward the leading edge of the wing.

(ii) *Vertical tail surfaces.* Identification marks at least 2" high shall be displayed on the upper half of the vertical tail surface. They shall be displayed on

both sides of a single tail surface and on the outer sides of multitail surfaces. They may be placed either horizontally or vertically.

(iii) *Fuselage surfaces.* Identification marks at least 2" high shall be displayed on the fuselage when the aircraft does not have a vertical tail surface. The marks shall be located on each side of the top half of the fuselage just forward of the leading edge of the horizontal tail surface. They may be placed either horizontally or vertically.

2. By amending § 1.102(a) to read as follows:

§ 1.102 Location of identification marks.

* * * * *

(a) *Fixed-wing aircraft.* Fixed-wing aircraft shall have identification marks displayed horizontally on the vertical tail surfaces or on the sides of the fuselage.

(1) *Vertical tail surfaces.* If identification marks are displayed on the vertical tail surfaces, both surfaces of a single vertical tail or the outer surfaces of a multivertical tail shall be marked.

(2) *Fuselage surfaces.* If identification marks are displayed on the fuselage surfaces, both sides of the fuselage shall be marked between the trailing edge of the wing and the leading edge of the horizontal stabilizer. If engine pods or other appurtenances are located in this area and are an integral part of the fuselage side surfaces, the marks may be placed on such pods or appurtenances.

3. By amending § 1.103(a) to read as follows:

§ 1.103 Measurements of identification marks.

* * * * *

(a) *Fixed-wing aircraft.* The required identification marks shall be of equal height of not less than 12 inches. (Secs. 307(c), 313(a), 601; 72 Stat. 749, 752, 775; 49 USC 1348(c), 1354(a), 1421)

Issued in Washington, D.C., on December 30, 1960.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-94; Filed, Jan. 5, 1961; 8:47 a.m.]

[Reg. Docket No. 617; Amdt. 42-30]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

Recent Flight Experience Requirements for Flight Crewmembers

Currently effective § 42.44(a) (3) of the Civil Air Regulations requires that the pilot in command on any aircraft under IFR conditions shall have successfully accomplished an instrument check within the preceding 6 months. This and certain other provisions of Part 42 are presently applicable to air taxi operations and to commercial operations with small aircraft, and such operations will continue to be governed by the provisions of Part 42 until such time as Part 47 of the Civil Air Regulations, "Certification and Operation Rules Governing the Carriage of Persons or Property for Compensation

or Hire with Small Aircraft," becomes effective.

Civil Air Regulations Amendment 42-23, issued December 1, 1959, and to become fully effective January 1, 1961, includes a revision of the recent flight experience for pilots contained in § 42.44(a) (3). At the time this amendment was issued, it was anticipated that Part 47 would become effective before January 1, 1961; consequently, the revised § 42.44(a) makes no provision for instrument checks of the pilot in command on small aircraft.

Since Part 47 will not become effective by January 1, 1961, a serious safety deficiency will be created when Amendment 42-23 becomes fully effective on that date, as there will then be no regulatory basis for requiring periodic instrument proficiency checks for pilots in command engaging in IFR air taxi and small aircraft commercial operations. In view of this safety deficiency, which will otherwise occur on January 1, 1961, it is necessary to extend the present requirements of § 42.44(a) (3), as they apply to pilots in command on small aircraft used in IFR operations, until such time as Part 47 becomes effective.

This amendment reinstates a present requirement which will be eliminated by Amendment 42-23 on January 1, 1961. The periodic instrument proficiency checks of pilots in command of small aircraft used in air taxi and commercial operations have long been a required safety standard, and it is imperative that this standard be maintained without interruption. Therefore, notice and public procedure hereon are impracticable, and the amendment may be made effective on less than 30 days' notice.

In consideration of the foregoing, § 42.44(a) of Part 42 of the Civil Air Regulations (14 CFR Part 42, as amended) is hereby amended by adding a new subparagraph (5) to read as follows, effective January 1, 1961:

§ 42.44 Recent flight experience requirements for flight crewmembers.

* * * * *

(a) *Pilots.* * * *

(5) *Proficiency check for pilot in command on small aircraft.* Within the preceding 6 months the pilot in command on any small aircraft under IFR conditions shall have successfully accomplished an instrument check demonstrating his ability to pilot and navigate by instruments, to accomplish a standard instrument approach using radio range facilities, and to accomplish an instrument approach in accordance with ILS, GCA, or D/F procedures when such facilities are to be used. This instrument check shall be given by an authorized representative of the Administrator or a check pilot of the air carrier, on an aircraft of a type on which the pilot in command is to serve.

(Secs. 313(a), 601, 604; 72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424)

Issued in Washington, D.C., on December 30, 1960.

JAMES T. PYLE,
Acting Administrator.

[F.R. Doc. 61-95; Filed, Jan. 5, 1961; 8:47 a.m.]

RULES AND REGULATIONS

Chapter III—Federal Aviation Agency
SUBCHAPTER E—AIR NAVIGATION REGULATIONS
 [Reg. Docket No. 595; Amdt. 197]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES**Miscellaneous Amendments**

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE 31 DECEMBER 1960, OR ON DECOMMISSIONING OF FACILITY.

*Replaces LFR Procedure No. 2 cancelled 14 September 1954.

City, Butte; State, Mont.; Airport Name, Municipal; Elev., 5554'; Fac. Class., LFR-FM; Ident., HIA-HSK; Procedure No. *1, Amdt. Orig.; Eff. Date, 24 Sept. 54

PROCEDURE CANCELLED, EFFECTIVE 31 DECEMBER 1960.

City, Las Vegas; State, Nev.; Airport Name, McCarran Field; Elev., 2171'; Fac. Class., SBMRAZ; Ident., LAS; Procedure No. 1, Amdt. 8; Eff. Date, 5 Sept. 59; Sup. Amdt. No. 7; Dated, 5 Jan. 57

Goodsprings HW	LS-LFR	Direct	7000	T-dn	800-2	800-2	800-2
Int SW crs LS-LFR and LAS-VOR R-270	LS-LFR	Direct	5100	C-dn	600-1	600-1	600-1½
Las Vegas VOR	LS-LFR	Direct	5100	A-dn	800-2	800-2	800-2
Kids Intersection	LS-LFR	Direct	5100				
Boulder City Int.	LS-LFR	Direct	6000				

Procedure turn E side NE crs, 028° Outbnd, 208° Inbnd, 5100' within 10 miles.

Minimum altitude over LS-LFR on final approach crs, 4600'.

Minimum altitude over LAS-VOR on final approach crs, 2800'.

Crs and distance, facility to airport, 193°—9.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mi. after passing Las Vegas VOR turn left, climb to 6000' on R-065 within 15 mi of VOR or, when directed by ATC, climb to 6000' on R-210 within 10 miles of VOR. All turns South of crs.

CAUTION: 4054' terrain 4 miles SE of LFR.

City, Las Vegas; State, Nev.; Airport Name, McCarran Field; Elev., 2171'; Fac. Class., SBMRAZ; Ident., LS; Procedure No. 1, Amdt. 7; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 6 (Proc. No. 2); Dated, 5 Sept. 59

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure or such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

KS-LFR	FRY RBn	Direct	2400	T-dn	300-1	300-1	200-½
MKC-VOR	FRY RBn	Direct	2400	C-dn*	600-1	600-1	700-1½
Farley Int.	FRY RBn	Direct	2400	S-dn-30	600-1	600-1	600-1
DeSoto Int.	FRY RBn	Direct	2400	A-dn	1600-3	1600-3	1600-3
STJ "H"	FRY RBn	Direct	2400				

Procedure turn East side of crs, 124° Outbnd, 304° Inbnd, 2300' within 10 mi.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to airport, 304°—4.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing FRY "H", make immediate right climbing turn, return to FRY "H", climb to 2400'. Hold West one minute, all turns to the left.

CAUTION: Hills and towers with elevations to 1066' MSL adjacent to airport W and NW.

NOTE: Prior arrangement for landing required for aircraft not on official business.

*All circling approaches will be made to the east of the airport.

City, Fort Leavenworth; State, Kans.; Airport Name, Sherman AAF; Elev., 770'; Fac. Class., H; Ident., FRY; Procedure No. 1, Amdt. 1; Eff. Date, 31 Dec. 60; Sup. Amdt. No. Orig.; Dated, 21 Nov. 59

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
TS-LFR.....	LOM.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
Loudon Int.....	LOM.....	Direct.....	2300	C-d.....	500-1	500-1	500-1 1/2
TYS VOR.....	LOM.....	Direct.....	2400	C-n.....	500-1 1/2	500-1 1/2	500-1 1/2
Tallassee Int.....	LOM.....	Direct.....	2300	S-dn-4L.....	400-1	400-1	400-1
Rasar Int.....	LOM.....	Direct.....	3700	A-dn.....	800-2	800-2	800-2

Radar terminal area transition altitudes: 0°-360° within 5 mi 2500'; 091°-179° within 10 mi 4000'; 180°-090° within 10 mi 2500'; 158°-205° within 17 mi 5000'; 355°-070° within 17 mi 3000'; 205°-270° within 24 mi 2500'; 355°-070° within 25 mi 3100'; 270°-355° within 10 to 20 mi, 3000'; 070°-085° within 10 to 25 mi, 4000'.

Radar control will provide 1000' vertical clearance within a 3-mi radius of terrain 3100' MSL located at 34-49/83-40 or maintain 4300'.

All bearings and distances are from the Radar Antenna Site with sector azimuths progressing clockwise.

Procedure turn W side SW crs, 225° Outbnd, 045° Inbnd, 2700' within 10 mi.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 045°-5.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, turn left, climb to 3000' on N crs TS LFR within 20 mi or, when directed by ATC, climb to 3000' on NE crs TS-LFR or TYS-VOR R-069 within 20 mi.

MAJOR CHANGES: Deletes transitions from Tallassee FM and from SW crs TYS and 290° brng from LOM.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989'; Fac. Class., LOM; Ident., TY; Procedure No. 1, Amdt. 18; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 17; Dated, 11 July 59

Billings Int.....	LOM.....	Direct.....	2700	T-dn.....	300-1	300-1	200-1/2
Sparta Int*.....	LOM.....	Direct.....	2800	C-dn.....	400-1	500-1	500-1 1/2
SGF VOR.....	LOM.....	Direct.....	2700	S-dn.....	400-1	400-1	400-1
SF LFR.....	LOM.....	Direct.....	2700	A-dn.....	800-2	800-2	800-2

Procedure turn E side crs, 195° Outbnd, 015° Inbnd, 2700' within 10 mi.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 015°-3.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' on crs 015°. Proceed to the SGF VORTAC.

*Sparta Int: Int R-139 SGF VOR and R-283 Dogwood VOR.

City, Springfield; State, Mo.; Airport Name, Springfield Municipal; Elev., 1267'; Fac. Class., LOM; Ident., SG; Procedure No. 1, Amdt. 1; Eff. Date, 31 Dec. 60; Sup. Amdt. No. Orig.; Dated, 24 Sept. 60

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
AC-LFR.....	ANC-VOR.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1/2
Delta Island Int.....	ANC-VOR.....	Direct.....	1500	C-dn.....	600-1	600-1	600-1 1/2
				S-dn-6.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 234° Outbnd, 054° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 052°-5.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 mi turn right climbing to 1500' on SW crs (183) AC LFR within 20 miles or, when directed by ATC, (1) Turn right, climbing to 1500' on W crs ANC ILS (244°) ADF within 20 miles of LOM, (2) Turn left, climbing to 1500' on NW crs AC LFR (305) to hold at Susitna Int, (3) Right turn climbing to 1500' on R-234 within 20 miles of ANC VOR.

CAUTION: Terrain 384' msl 1.6 mi SW of airport and 1.4 mi S of approach to Rwy 06.

City, Anchorage; State, Alaska; Airport Name, Anchorage Int'l; Elev., 114'; Fac. Class., VOR; Ident., ANC; Procedure No. 1, Amdt. 2; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 1; Dated, 11 June 60

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-12.....	400-1	400-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 324° Outbnd, 144° Inbnd, 2000' within 10 mi.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 144°-4.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 mi, climb immediately to 2900' on R-144 within 20 mi.

CAUTION: Radio tower 7 mi SE of airport 1921' MSL.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694'; Fac. Class., BVORTAC; Ident., GRB; Procedure No. 1, Amdt. 4; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 3; Dated, 12 Dec. 56

RULES AND REGULATIONS

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Goodsprings HW.....	LAS-VOR.....	Direct.....	7000	T-dn.....	800-2	800-2	800-2
Las Vegas LFR.....	LAS-VOR.....	Direct.....	5100	C-dn.....	600-1	600-1	600-1½
Las Vegas LFR/Z.....	LAS-VOR (Final).....	Direct.....	*2800	A-dn.....	800-2	800-2	800-2
Kids Int.....	LAS-VOR.....	Direct.....	5100				
Erie Int.....	LAS-VOR.....	Direct.....	6100				
Boulder City Int.....	LAS-VOR.....	Direct.....	6000				

Procedure turn East side crs, 013° Outbnd, 193° Inbnd, 5100' within 15 miles (within 5 miles LS-LFR). Beyond 15 miles NA.

*Minimum altitude over LS-LFR/Z on final approach crs, 4600'; over VOR on final approach crs, 2800' Facility at airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn left, climb to 6000' on R-065 within 15 miles or, when directed by ATC, climb to 6000' on R-210 within 10 miles. All turns South of crs.

CAUTION: 4054' terrain 4 miles SE of LFR.

*Descent below 4600' authorized only if position over LFR or Z marker positively determined inbound on final approach.

City, Las Vegas; State, Nev.; Airport Name, McCarran; Elev., 2171'; Fac. Class., BVORTAC; Ident., LAS; Procedure No. 1, Amdt. 9; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 8; Dated, 5 Sept. 59

PROCEDURE CANCELLED, EFFECTIVE 31 DECEMBER 1960, OR UPON DECOMMISSIONING OF VOR.

City, Terre Haute; State, Ind.; Airport Name, Hullman Field; Elev., 585'; Fac. Class., BVOR; Ident., HUF; Procedure No. 1, Amdt. 5; Eff. Date, 11 Apr. 59; Sup. Amdt. No. 4; Dated, 1 May 58

Covington Int.....	SSU-VOR.....	Direct.....	5800	T-d.....	1600-1	1600-1	1600-1
Natural Well Int.....	SSU-VOR.....	Direct.....	5400	T-n.....	NA	NA	NA
Frankford Int.....	SSU-VOR.....	Direct.....	5400	C-d.....	2100-2	2100-2	2100-2
				C-n.....	NA	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn North side of crs, 119° Outbnd, 299° Inbnd, 4900' within 10 mi. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 4100'.

Crs and distance, facility to airport, 299°—1.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles, make an immediate climbing left turn to 4900' on SSU-VOR R-119 within 10 mi.

City, White Sulphur Springs; State, W. Va.; Airport Name, Greenbrier; Elev., 1795'; Fac. Class., BVOR; Ident., SSU; Procedure No. 1, Amdt. 2; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 1; Dated, 22 Oct. 60

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BQ-LFR.....	BTL-VOR.....	Direct.....	2200	T-dn.....	300-1	300-1	200-½
AZO-VOR.....	BTL-VOR.....	Direct.....	2200	C-dn.....	1000-1	1000-1	1000-1½
LFD-VOR.....	BTL-VOR.....	Direct.....	2200	S-dn-13.....	1000-1	1000-1	1000-1
LeRoy Int.....	BTL-VOR.....	Direct.....	2200	A-dn.....	1000-2	1000-2	1000-2
AZO-VOR.....	Wintergreen Int*.....	Direct.....	3000	The following minimums apply for aircraft equipped with dual VOR and Augusta Int identified:			
Wintergreen Int*.....	Augusta Int* (Final).....	Direct.....	1900				
				C-dn.....	600-1	600-1	600-1½
				S-dn-13.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 318° Outbnd, 138° Inbnd, 3000' within 10 mi. NA beyond 10 mi.

Minimum altitude over Augusta Int* on final approach crs, 1900'.

Crs and distance, Augusta Int* to BTL-VOR, 138°—4.4 mi.

Crs and distance, breakoff point to Rwy 13, 127°—0.58 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over BTL VOR, climb on R-138 to 2200', then reverse course, proceed to BTL VOR.

CAUTION: 1954' tower, 294°—13 mi. from airport.

*Wintergreen Int: Int AZO-VOR R-030 and BTL-VOR R-318.

**Augusta Int: Int AZO-VOR R-055 and BTL-VOR R-318.

City, Battle Creek; State, Mich.; Airport Name, Kellogg Field; Elev., 941'; Fac. Class., BVORTAC; Ident., BTL; Procedure No. TerVOR-13, Amdt. 4; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 3; Dated, 10 Dec. 60

BQ-LFR.....	BTL-VOR.....	Direct.....	2200	T-dn.....	300-1	300-1	200-½
LFD-VOR.....	BTL-VOR.....	Direct.....	2200	C-dn.....	600-1	600-1	600-1½
LeRoy Int.....	BTL-VOR.....	Direct.....	2200	S-dn-22.....	600-1	600-1	600-1
AZO-VOR.....	BTL-VOR.....	Direct.....	2200	A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 051° Outbnd, 231° Inbnd, 2300' within 10 miles.

Minimum altitude over BTL-VOR on final approach crs, 1500'.

Crs and distance, breakoff point to Rwy 22, 224°—0.35 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over BTL VOR, turn left, climb on R-180 to 2200', then reverse course, proceed to BTL VOR.

CAUTION: 1954' tower, 294°—13 mi. from airport.

City, Battle Creek; State, Mich.; Airport Name, Kellogg Field; Elev., 941'; Fac. Class., L-BVORTAC; Ident., BTL; Procedure No. TerVOR-22, Amdt. 3; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 2; Dated, 12 Nov. 60

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
BQ-LFR.....	BTL-VOR.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1½
AZO-VOR.....	BTL-VOR.....	Direct.....	2200	C-dn.....	1000-1	1000-1	1000-1½
LFD-VOR.....	BTL-VOR.....	Direct.....	2200	S-dn-4.....	1000-1	1000-1	1000-1
AZO-VOR.....	Fulton Int**	Direct.....	2100	A-dn.....	1000-2	1000-2	1000-2
Fulton Int.....	West Int* (Final)	Direct.....	1900				
LeRoy Int.....	BTL-VOR.....	Direct.....	2200				

The following minimums apply for aircraft equipped with dual VOR and West Int identified:

C-dn.....	500-1	500-1	500-1½
S-dn-4.....	500-1	500-1	500-1
A-dn.....	800-2	800-2	800-2

Procedure turn East side of crs, 216° Outbnd, 036° Inbnd, 2200' within 10 mi.

Minimum altitude over West Int* on final approach crs, 1900'.

Crs and distance, West Int* to airport, 036°—3.4 mi.

Crs and distance, breakoff point to Rwy 4, 044°—0.42 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over BTL VOR, climb on R-036 to 2200', then reverse course, proceed to BTL VOR.

CAUTION: 1954' tower 295°—13 mi. from airport.

*West Int: Int BTL-VOR R-216 and AZO-VOR R-083 (W crs BQ-LFR).

**Fulton Int: Int AZO-VOR R-101 and BTL-VOR R-216.

City, Battle Creek; State, Mich.; Airport Name, Kellogg Field; Elev., 941'; Fac. Class., L-BVORTAC; Ident., BTL; Procedure No. TerVOR-4, Amdt. 3; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 2; Dated, 12 Nov. 60

BQ LFR.....	BTL-VOR.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1½
AZO-VOR.....	BTL-VOR.....	Direct.....	2200	C-dn.....	1000-1	1000-1	1000-1½
LeRoy Int.....	BTL-VOR.....	Direct.....	2200	S-dn-31.....	1000-1	1000-1	1000-1
				A-dn.....	1000-2	1000-2	1000-2

The following minimums apply for aircraft equipped with dual VOR and South Side Int identified:

C-dn.....	600-1	600-1	600-1½
S-dn-31.....	600-1	600-1	600-1
A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 118° Outbnd, 298° Inbnd, 2200' within 10 miles.

Minimum altitude over South Side Int* on final approach crs, 1900'.

Crs and distance, South Side Int* to airport, 298°—3.5 mi.

Crs and distance, breakoff point to airport, 307°—0.42 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over BTL VOR, turn right, climb on R-360 to 2200', then reverse course, proceed to BTL VOR.

CAUTION: 1954' tower 294°—13 miles.

*South Side Int: Int R-079 AZO-VOR and R-118 BTL-VOR.

City, Battle Creek; State, Mich.; Airport Name, Kellogg Field; Elev., 941'; Fac. Class., L-BVORTAC; Ident., BTL; Procedure No. TerVOR-31, Amdt. 3; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 2; Dated, 12 Nov. 60

LE-LFR.....	LSE-VOR.....	Direct.....	2400	T-d.....	*400-1	*400-1	*400-1
Nodine-VOR.....	LSE-VOR.....	Direct.....	2400	T-n.....	*400-1½	*400-1½	*400-1½
Hokah Int**.....	LSE-VOR.....	Direct.....	2400	C-d.....	600-1	600-1	600-1½
				C-n.....	600-2	600-2	600-2
				S-dn-36.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn East side of crs, 181° Outbnd, 001° Inbnd, 2800' within 10 mi.

Minimum altitude over facility on final approach crs, 2300' #; 1200' after passing Nodine VOR R-128 (5.2 mi from Rwy 36).

Facility on airport.

Crs and distance, breakoff point to Rwy 36, 355°—0.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished over LSE-VOR make left climbing turn, climb to 2400' on LSE R-318 within 10 miles.

CAUTION: 950' msl tower 2 mi SE of airport. 1227' msl bluffs and 1440' tower 3 and 4 mi SE respectively, of airport. 1273' msl tower 4 mi WSW of airport and 1440' tower 3.5 mi West of airport. 1240' bluffs 2 mi NE of airport. 1750' msl tower 11 mi SSE of airport.

*300-1 takeoff authorized on Rwy 31, 36, and 18.

**Int ODI R-117 and LSE R-181.

#200-½ takeoff authorized on Rwy 31, 36, and 18.

#2300' msl (1600' ceiling) required if unable to determine passing Nodine VOR R-128.

City, La Crosse; State, Wis.; Airport Name, Municipal; Elev., 658'; Fac. Class., VOR; Ident., LSE; Procedure No. TerVOR-36, Amdt. 4; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 3; Dated, 9 July 60

OK-LFR.....	SJC-VOR.....	Direct.....	3000	T-dn*.....	300-1	300-1	300-1
Saratoga Int.....	SJC-VOR.....	Direct.....	5000	C-dn.....	600-1	600-1	600-1½
Lick Int.....	SJC-VOR.....	Direct.....	3000	S-dn.....	600-1	600-1	600-1
Campbell Int.....	SJC-VOR.....	Direct.....	1700	A-dn.....	800-2	800-2	800-2
Sunol Int.....	Int OAK R-114 and SJC R-002.....	Direct.....	5000				
SFO-VOR.....	Int SFO R-104 and SJC R-311.....	Direct.....	2000				
Int OAK R-114 and SJC R-002.....	SJC-VOR.....	Direct.....	3000				
Int SFO R-104 and SJC R-311.....	SJC-VOR (Final).....	Direct.....	700				

Radar transitions and vectoring using Moffett Radar authorized in accordance with approved radar patterns.

Procedure turn W side of crs, 311° Outbnd, 131° Inbnd, 1600' within 10 mi. Beyond 10 mi NA. Shuttle on SJC-VOR R-120 to 2500' in one-minute, left turn holding pattern#.

Facility on airport.

Minimum altitude over facility on final approach crs, 700'.

Crs and distance, break-off point to Rwy 12, 122°—0.43.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2500' in a left turn, one-minute holding pattern on R-120#.

CAUTION: 4000' terrain 12 mi S of VOR (3 mi SW of missed approach area).

MAJOR CHANGES: Deletes transitions from Moffett LFR, Mission Int, and SFO LOM.

*500-1 required when taking off on Rwy 12.

#All turns W side of R-120.

City, San Jose; State, Calif.; Airport Name, San Jose Municipal; Elev., 62'; Fac. Class., VOR; Ident., SJC; Procedure No. TerVOR-12, Amdt. 3; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 2; Dated, 27 Dec. 58

RULES AND REGULATIONS

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Akron VOR.....	LOM.....	Direct.....	2500	T-dn.....	400-1	400-1	400-1
Navarre VOR.....	LOM.....	Direct.....	2500	C-dn.....	700-1	700-1	700-1½
Medina Int.....	LOM.....	Direct.....	2500	S-dn-25.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of crs, 066° Outbnd, 246° Inbnd, 2500' within 10 mi.

No glide slope. Minimum altitude over LOM on final approach crs, 2100'.

Crs and distance, LOM to airport, 246°—3.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing LOM, make a left climbing turn and return to LOM at 2500'.

City, Akron; State, Ohio; Airport Name, Municipal; Elev., 1059'; Fac. Class., ILS; Ident., AKR; Procedure No. ILS-25, Amdt. Orig.; Eff. Date, 31 Dec. 60

Knoxville LFR.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	200-¼
Tallassee Int.....	LOM.....	Direct.....	2300	C-dn.....	500-1	500-1	500-1½
Knoxville VOR.....	LOM.....	Direct.....	2400	C-n.....	500-1½	500-1½	500-1½
Rasars Int.....	LOM.....	Direct.....	3700	S-dn-4L*.....	200-½	200-½	200-½
Loudon Int.....	LOM.....	Direct.....	2300	A-dn.....	600-2	600-2	600-2

Radar terminal area transition altitudes: 0-360° within 5 miles, 2500'; 091°-179° within 10 miles, 4000'; 180°-090° within 10 miles, 2500'; 158°-205° within 17 miles, 5000'; 355°-070° within 17 miles, 3000'; 205°-270° within 24 miles, 2500'; 355°-070° within 25 miles, 3100'; 270°-355° within 10 to 20 mi, 3000'; 070°-085° within 10 to 25 mi, 4000'.

All bearings and distances are from the Radar Antenna Site with sector azimuths progressing clockwise. Radar Control will provide 1000' vertical clearance with a 3-mile radius of terrain 3100' MSL located at 35-49/83-40 or maintain 4300'.

Procedure turn W side SW crs, 225° Outbnd, 045° Inbnd, 2700' within 10 miles.

Minimum altitude at glide slope interception inbnd, 2700'.

Altitude of G.S. and distance to approach end of rny at OM 2650—5.4, at MM 1160—0.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn left, climb to 3000' on N crs TS-LFR within 20 mi or, when directed by ATC, (1) turn left, climb to 3000' on TYS-VOR R-351 within 20 mi or (2) Climb to 3000' on TYS-VOR R-069 within 20 mi.

*400-¾ required when glide slope not utilized.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989'; Fac. Class., ILS; Ident., I-TYS; Procedure No. ILS-4L, Amdt. 19; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 18; Dated, 11 July 59

Norris Int.....	VOR.....	Direct.....	3000	T-dn.....	300-1	300-1	200-¼
Rutledge Int.....	VOR.....	Direct.....	3500	C-dn.....	600-1	600-1	600-1½
Piedmont Int.....	VOR.....	Direct.....	3000	S-dn-22R.....	600-1	600-1	600-1
Rasars Int.....	VOR.....	Direct.....	5000	A-dn.....	800-2	800-2	800-2
Tallassee Int.....	VOR.....	Direct.....	3000				
Loudon Int.....	VOR.....	Direct.....	3000				
Clinton Int.....	VOR.....	Direct.....	3000				

Radar terminal area transition altitudes: 0-360° within 5 mi, 2500'; 091°-179° within 10 mi, 4000'; 180°-090° within 10 mi, 2500'; 158°-205° within 17 mi, 5000'; 355°-070° within 17 mi, 3000'; 205°-270° within 24 mi, 2500'; 355°-070° within 25 mi, 3100'; 270°-355° within 10 to 20 mi, 3000'; 070°-085° within 10 to 25 mi, 4000'.

All bearings and distances are from the Radar Antenna Site with sector azimuths progressing clockwise. Radar control will provide 1000' vertical clearance within a 3-mile radius of terrain 3100' MSL located at 35-49/83-40 or maintain 4300'.

Procedure turn East side of crs, 054° Outbnd, 225° Inbnd, 3000' within 10 mi of TYS-VOR R-135.

Minimum altitude on final approach crs until passing TSY-VOR R-135, 3000'.

No glide slope.

Crs and distance, TYS R-135 to Rny 22R, 225°—6.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb straight ahead to 3000' on SW crs ILS to LOM or, when directed by ATC, turn right, climb to 3000' on TYS-VOR R-248 to Loudon Int.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989'; Fac. Class., ILS; Ident., TYS; Procedure No. ILS-22R, Amdt. 2; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 1; Dated, 29 Aug. 59

Cordova VOR.....	Green River Int*.....	Direct.....	2100	T-dn.....	300-1	300-1	200-¼
Moline VOR.....	Green River Int*.....	Direct.....	2200	C-dn.....	600-1	600-1	600-1½
Int CVA R-195 and MLI R-130.....	Green River Int*.....	Direct.....	2800	S-dn-27.....	500-1	500-1	500-1
Polo VOR via PLL-VOR R-207.....	Donna Int**.....	Direct.....	2100	A-dn.....	800-2	800-2	800-2
Donna Int**.....	Green River Int* (Final).....	Direct.....	2100				

Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 2100' within 10 mi of Green River Int*.

No glide slope or markers. Alt. over Green River Int* on final, 1600'; brng and distance to Rny 27, 266°—4.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 mi after passing Green River Int*, climb to 2000' and proceed to MLI-LOM.

*Green River Int: Int R-195 CVA-VOR and E crs ILS.

**Donna Int: Int R-134 CVA-VOR and E crs ILS and PLL-VOR R-207.

City, Moline; State, Ill.; Airport Name, Quad-City; Elev., 590'; Fac. Class., ILS; Ident., MLI; Procedure No. ILS-27, Amdt. 3; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 2; Dated 17 Sept. 60

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots
															65 knots or less	More than 65 knots	
All bearings are from the radar sector azimuths progressing clockwise.														Surveillance approach			
0	360	5	2500											T-dn*	300-1	300-1	200-1½
091	179			10	4000									C-d#	500-1	500-1	500-1½
180	090			10	2500									O-n#	500-1½	500-1½	500-1½
158	205					17	5000							A-dn#	800-2	800-2	800-2
355	070					17	3000										
205	270							24	2500	25	3100						
270	355	10/20	3000														
070	085	10/25	4000														

Radar control will provide 1000' vertical clearance within a 3-mile radius of terrain 3100' MSL located at 35-49/83-40 or maintain 4300'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished for runways 18 and 22R proceed to LOM climbing to 2300'. For Runway 4L, proceed to LFR or VOR climbing to 3000' or, when directed by ATC, climb to 3000' on NE (063°) crs LFR or VOR R-069 within 20 miles.

CAUTION: High terrain SE.

MAJOR CHANGE: Deletes reference to prohibited area.

*All runways.

#Runways 18, 4L, 22R.

City, Knoxville; State, Tenn.; Airport Name, McGhee-Tyson; Elev., 989'; Fac. Class., Knoxville; Ident., Radar; Procedure No. 1, Amdt. 3; Eff. Date, 31 Dec. 60; Sup. Amdt. No. 2; Dated, 4 Apr. 59

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on December 6, 1960.

OSCAR BAKKE,
Director, Bureau of Flight Standards.

[F.R. Doc. 61-5; Filed, Jan. 5, 1961; 8:45 a.m.]

[Reg. Docket No. 596; Amdt. 198]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums		
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less	
					65 knots or less	More than 65 knots

PROCEDURE CANCELLED, EFFECTIVE 1 JANUARY 1961, DUE TO PERMANENT CLOSING OF AIRPORT.

City, Baltimore; State, Md.; Airport Name, Harbor Airport; Elev., 14'; Fac. Class., SBMRLZ; Ident., BAL; Procedure No. 1, Amdt. 5; Eff. Date, 15 May 54; Sup. Amdt. No. 4; Dated, 1 Aug. 51

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1 1/2	500-1 1/2	500-1 1/2
				S-dn.....	NA	NA	NA
				A-dn.....	800-2	800-2	800-2

Procedure turn East side SE crs, 089° Outbnd, 269° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs 1900'.

Crs and distance, facility to airport, 178°-1.2 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.2 miles, turn left, cross LFR climbing to 5000' on NW crs.

CAUTION: Steel tower 1461' MSL 2.25 mi North of airport. 5200' mountains 8 mi W of SE crs, 16 mi from airport.

City, Big Delta; State, Alaska; Airport Name, Big Delta; Elev., 1266'; Fac. Class., SBRAZ; Ident., BI; Procedure No. 1, Amdt. 6; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 5; Dated, 17 Mar. 56

RULES AND REGULATIONS

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Indianapolis VOR.....	IL-LFR.....	Direct.....	2000	T-dn..... C-dn..... A-dn.....	300-1 400-1 800-2	300-1 500-1 800-2	200-1/4 500-1/4 800-2

Procedure turn S side of W crs, 250° Outbnd, 070° Inbnd, 2000' within 10 mi.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 072-12.9.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.9 miles, climb to 3000' on E crs IL-LFR within 20 miles or, when directed by ATC, (1) Climb to 3000' on S crs IL-LFR within 20 miles; (2) Make left turn, climb to 2000' and proceed to LOM.

*Circling approaches only—Rwy 9-27 designated as taxi strip.

City, Indianapolis; State, Ind.; Airport Name, Weir Cook; Elev., 797'; Fac. Class., SBRAZ; Ident., IL; Procedure No. 1, Amdt. 12; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 11; Dated, 3 Dec. 60

PROCEDURE CANCELLED, EFFECTIVE 7 JANUARY 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Montgomery; State, Ala.; Airport Name, Dannelly Field; Elev., 221'; Fac. Class., SBRAZ; Ident., MXF; Procedure No. 1, Amdt. 11; Eff. Date, 30 May 59; Sup. Amdt. No. 10; Dated, 14 June 58

Oakland LFR.....	Fremont FM-HW.....	Direct.....	4000	T-dn#.....	300-1	300-1	200-1/4
Oakland VOR.....	Fremont FM-HW.....	Direct.....	4000	C-dn.....	500-1	600-1	600-1/4
Fremont FM-HW.....	Mt. Eden Int* (Final).....	Direct.....	1900	S-dn-27L-R.....	500-1	500-1	500-1
Mt. Eden Int*.....	OK LFR.....	Direct.....	500	A-dn.....	800-2	800-2	800-2
SFO Gap RBN.....	Fremont FM-HW.....	Direct.....	4000				

Radar transitions and vectoring using Oakland Radar authorized in accordance with approved Radar patterns.

Procedure turn NA. All maneuvering and descent shall be accomplished in the Fremont FM-HW L/F holding pattern; minimum altitude 4000'. Descent to 3500' authorized to cross Fremont FM-HW on final approach course inbound.

Minimum altitude over facility on final approach crs, 500'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000' in a one-minute right turn holding pattern on the NW crs of OK LFR (124° inbnd, 304° outbnd, all turns W side of crs.). Missed or discontinued approach must not cross OK LFR above 1500'.

CAUTION: High terrain (Mt. Diablo 3925' MSL) 6 miles SE of NE crs 15 miles from OK LFR. Also high terrain paralleling SE crs on NE side.

NOTE: Airborne ADF equipment required.

MAJOR CHANGE: Deletes transition from Evergreen FM-HW.

#300-1 required for takeoff on Rwy 33.

*Int SE crs OK LFR & brg 047° to Hayward RBN.

City, Oakland; State, Calif.; Airport Name, Met. Oakland Int.; Elev., 5'; Fac. Class., SBRAZ; Ident., OK; Procedure No. 1, Amdt. 7; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 6; Dated, 9 May 59

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Columbus LFR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
Columbus VOR.....	LOM.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1/4
Geneva Int.....	LOM.....	Direct.....	2000	S-dn-5.....	500-1	500-1	500-1
Marvyn Int.....	LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 232° Outbnd, 052° Inbnd, 2000' within 10 miles of LOM.

Minimum altitude over facility on final approach crs, 1500' over LOM.

Crs and distance, facility to airport, LOM 5.9-052.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles, climb to 2000' on course of 052° within 20 miles or, when directed by ATC, climb to 2000', turn left and return direct to LOM.

CAUTION: Tower 1049' one mile NW of LOM.

City, Columbus; State, Ga.; Airport Name, Muscogee County; Elev., 397'; Fac. Class., LOM; Ident., CS; Procedure No. 1, Amdt. 7; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 6; Dated, 24 May 58

CRP VOR.....	LOM.....	Direct.....	1400	T-dn.....	300-1	300-1	200-1/4
CP LFR.....	LOM.....	Direct.....	1400	C-dn.....	*400-1	*500-1	*500-1/4
Robstown Int.....	LOM.....	Direct.....	1800	S-dn-13.....	*400-1	*400-1	*400-1
				A-dn.....	800-2	800-2	800-2

Radar Terminal Transition altitude 1400' within 20 miles. Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of tower 792' msl 6 miles West of airport.

Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1800' within 10 mi. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 127°-4.8 mi; Tank Fix# to airport, 1.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles, turn right, climb to 1800' on CRP VOR R-227 within 20 miles or, when directed by ATC, turn left, climb to 1400' direct to CRP VOR and proceed outbound on R-040 within 20 miles.

MAJOR CHANGE: Deletes reference to Radar Fix.

*If Tank Fix# not received, ceiling minimum is 600'.

#Tank Fix: Brng 127° from LOM and CRP-VOR R-210.

City, Corpus Christi; State, Texas; Airport Name, International; Elev., 44'; Fac. Class., LOM; Ident., CR; Procedure No. 1, Amdt. 3; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 2; Dated, 19 Nov. 60

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
IND-VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-1½
IL-LFR	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 224° Outbnd, 044° Inbnd, 2000' within 10 miles of LOM.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 044°—3.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles, climb to 3000' on E crs IL-LFR within 20 miles or, when directed by ATC, (1) Climb to 3000' on S crs IL-LFR within 20 miles; (2) Make left turn, climb to 2000' and proceed to LOM.

City, Indianapolis; State, Ind.; Airport Name, Weir Cook; Elev., 797'; Fac. Class., LOM; Ident., IN; Procedure No. 1, Amdt. 5; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 4; Dated, 20 Aug. 60

Moline VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-1½
Moline LFR	LOM	Direct	2100	C-dn	600-1	600-1	600-1½
Int S crs MI-LFR & Brng 086° to LOM	LOM	Direct	1900	S-dn-9	600-1	600-1	600-1
Iowa City VOR via R-095 & brng 086° to LOM	Fairport Int *	Direct	2000	A-dn	800-2	800-2	800-2
CVA-VOR	LOM	Direct	2600				
Fairport Int *	LOM (Final)	Direct	1900				
Buffalo Int	LOM	Direct	2000				

Procedure turn South side of W crs, 266° Outbnd, 086° Inbnd, 1900' within 10 mi.

Minimum altitude over facility on final approach crs, 1400'.

Crs and distance, facility to airport, 086°—4.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 miles after passing LOM, climb to 2100' on crs of 086° within 20 mi or, when directed by ATC, (1) Make left climbing turn, climb to 2600' and proceed to E crs MI-LFR; (2) Make right climbing turn to 2800' and proceed to MLI-VOR.

MAJOR CHANGE: Deletes transition from Int R-095 IOW-VOR and brng 086° to LOM.

*Fairport Int: Int MLI-VOR R-310 and brng 086° to LOM.

City, Moline; State, Ill.; Airport Name, Quad-City; Elev., 590'; Fac. Class., LOM; Ident., ML; Procedure No. 1, Amdt. 8; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 7; Dated, 17 Sept. 60

MGM VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1½
Benton Int	LOM (Final)	Direct	1700	C-dn	400-1	500-1	500-1½
Calhoun Int	LOM	Direct	1500	S-dn-9	400-1	400-1	400-1
Swift Creek Int	LOM	Direct	1500	A-dn	800-2	800-2	800-2
Sellers Int	LOM	Direct	2500				
Radar Terminal Area Transition Altitudes		Within 15 mi	2000				
		Within 80 mi	3000				

Procedure turn S side W crs, 273° Outbnd, 093° Inbnd, 1700' within 10 mi. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 093°—5.1.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.1 mi after passing LOM, climb to 1800' on R-127 MGM-VOR within 20 mi or, when directed by ATC, climb to 2000' on crs of 093° from LOM within 15 mi.

CAUTION: Tower 987' MSL, 8 mi East.

MAJOR CHANGE: Deletes transition from ML-LFR.

City, Montgomery; State, Ala.; Airport Name, Dannelly Field; Elev., 221'; Fac. Class., LOM; Ident., MG; Procedure No. 1, Amdt. 3; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 2; Dated, 6 Aug. 60

All directions		MEA	T-d*	500-2	500-2	500-2
			C-d	700-2	700-2	700-2
			A-dn	NA	NA	NA

Procedure turn S side of crs, 225° Outbnd, 045° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 700'.

Crs and distance, facility to airport, 023°—2.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, turn right, climb on crs 100° Outbnd to 2000' within 20 miles.

CAUTION: Tower 665', 1.0 mile West of airport. All maneuvering must be accomplished East of airport.

CAUTION: No control area. Pilots using facility will advise SNP of their position, altitude, ETA and intentions and thereafter maintain adequate separation from other reported users of navigational facilities in the area. Where other aircraft have previously contacted SNP, hold between Village Beacon and a point 2 minutes SW on course (225° Outbnd and 045° Inbnd) above previously reported traffic until advised aircraft making approach has landed. Keep SNP advised of changes in altitude and position.

*300-1 Runway 17 with (left) east turn after takeoff.

City, St. Paul Island; State, Alaska; Airport Name, St. Paul; Elev., 41'; Fac. Class., HW; Ident., K; Procedure No. 1, Amdt. 5; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 4; Dated, 19 May 55

Nowata Int	OVS-RBn	Direct	2100	T-dn	300-1	300-1	*200-1½
Tulsa LFR	OVS-RBn	Direct	1900	C-dn	400-1	500-1	500-1½
Adair Int	OVS-RBn	Direct	2000	S-dn-17L	400-1	400-1	400-1
Tulsa VOR	OVS-RBn	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 354° Outbnd, 174° Inbnd, 2000' within 10 miles. NA beyond 10 mi.

Minimum altitude over OVS RBn on final approach crs, 1900'.

Bearing and distance, OVS RBn to Ray 17L, 174°—5.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles, climb to 2200' on S crs 174° from OVS RBn within 20 miles.

MAJOR CHANGES: Transitions from College Int. and Sperry Int. deleted.

*300-1 required on Runways 3L, 21R, 17R and 35L.

City, Tulsa; State, Okla.; Airport Name, Municipal; Elev., 674'; Fac. Class., MHW; Ident., OVS; Procedure No. 2, Amdt. 3; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 2; Dated, 26 Mar. 60

RULES AND REGULATIONS

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	300-1
				C-d-----	500-1	500-1	500-1½
				C-n-----	500-2	500-2	500-2
				S-d-14-----	500-1	500-1	500-1
				S-n-14-----	500-2	500-2	500-2
				A-dn-----	800-2	800-2	800-2

Procedure turn W side of crs, 330° Outbnd, 150° Inbnd, 3600' within 10 mi.

Minimum altitude over facility on final approach crs, 3600'.

Crs and distance, facility to airport, 150-5.3.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 mi, climb to 3900' on 150R within 20 mi of DDC-VOR.

CAUTION: 2731' tower 2.6 mi NW of airport and 1.4 mi W of final approach crs. 2894' tower 2.8 mi W of airport.

City, Dodge City; State, Kans.; Airport Name, Dodge City Municipal; Elev., 2594'; Fac. Class., BVOR; Ident., DDC; Procedure No. 1, Amdt. 7; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 6; Dated, 7 July 56

				T-dn#-----	300-1	300-1	300-1
				C-dn-----	800-1	800-1	800-2
				S-dn-23-----	700-1	700-1	700-1½
				A-dn-----	800-2	800-2	800-2

Procedure turn S side of crs, 080° Outbnd, 260° Inbnd, 8000' within 10 mi. NA beyond 10 mi. (Procedure turn conducted South for more favorable terrain.)

Minimum altitude over facility on final approach crs, 7000'.

Crs and distance, facility to airport, 253°-5.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 mi, turn left, climb to 8000' on R-243 within 15 mi of FMN-VOR.

#300-1 authorized for Rwny 5-23 only. 800-1 required for other runways.

City, Farmington; State, N. Mex.; Airport Name, Farmington Mun.; Elev., 5503'; Fac. Class., BVORTAC; Ident., FMN; Procedure No. 1, Amdt. 1; Eff. Date, 7 Jan. 61; Sup. Amdt. No. Orig.; Dated, 5 Apr. 58

All Directions-----	ISO VOR-----	Direct-----	MEA#-----	T-dn-----	300-1	300-1	200-½
				C-dn-----	400-1	500-1	500-1½
				S-dn-22-----	400-1	400-1	400-1
				A-dn*-----	800-2	800-2	800-2

Procedure turn N side of crs, 055° Outbnd, 235° Inbnd, 2000' within 10 miles. Beyond 10 miles NA.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 235°-3.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 mi. after passing Kinston VOR, make immediate right climbing turn to 2000', returning to ISO VOR.

CAUTION: 390' MSL Radio Tower 2 mi. SW of Airport.

#Initial approach altitude above 5000' not authorized due to proximity Restricted Area 125 to approach radial.

*Authorized as an alternate for Air Carriers only; provided they have approval of communications and weather service at this airport. Weather service not available to the general public.

City, Kinston; State, N.C.; Airport Name, Stallings Field; Elev., 93'; Fac. Class., BVOR; Ident., ISO; Procedure No. 1, Amdt. 1; Eff. Date, 7 Jan. 61; Sup. Amdt. No. Orig.; Dated, 1 Oct. 60

Radar Terminal Area transition altitude-----	Within 15 mi.-----	2000	T-dn-----	300-1	300-1	200-½
	Within 30 mi.-----	3000	C-dn-----	400-1	500-1	500-1½
			S-d-33-----	400-1	400-1	400-1
			A-dn-----	800-2	800-2	800-2

Procedure turn E side crs, 138° Outbnd, 318° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 318-5.6.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 mi of MGM VOR, climb to 1700' on R-318 within 20 mi of VOR or, when directed by ATC, turn left, climb to 2000' on West crs MGM ILS within 20 miles.

NOTE: Night operation Runway 15-33 NA due lack of obstruction and Runway lights.

MAJOR CHANGE: Deletes transition from Maxwell LFR.

City, Montgomery; State, Ala.; Airport Name, Dannelly Field; Elev., 221'; Fac. Class., BVORTAC; Ident., MGM; Procedure No. 1, Amdt. 9; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 8; Dated, 6 Aug. 60

				T-dn-----	300-1	300-1	200-½
				C-dn-----	500-1	500-1	500-1½
				S-dn-15-----	400-1	400-1	400-1
				A-dn#-----	800-2	800-2	800-2

Procedure turn East side of crs, 339° Outbnd, 159° Inbnd, 2100' within 10 mi. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 159°-3.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 2000' on R-187 TPL-VOR within 20 mi.

#Alternate use authorized for air carriers only. No public weather service or communications available.

City, Temple; State, Tex.; Airport Name, Draughton-Miller Municipal; Elev., 608'; Fac. Class., BVOR; Ident., TPL; Procedure No. 1, Amdt. 1; Eff. Date, 7 Jan. 61; Sup. Amdt. No. Orig.; Dated, 5 Nov. 60

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Tulsa LFR.....	TUL-VOR.....	Direct.....	1900	T-dn.....	300-1	300-1	*200-1/2
OWS RBN.....	TUL-VOR.....	Direct.....	1900	C-dn.....	500-1	500-1	500-1 1/2
				S-dn-26.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 070° Outbnd, 250° Inbnd, 1900' within 10 mi. Beyond 10 mi. NA.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 250°—4.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, within 4.3 miles, climb to 2400' on R-288 within 20 miles or when directed by ATC, climb to 2500' on R-236 within 20 mi.

CAUTION: Silos 1 mile West of VOR 881' MSL.

MAJOR CHANGE: Deletes transition from Sperry Int.

*300-1 required on Rnwys 3L, 21R, 17R and 35L.

City, Tulsa; State, Okla.; Airport Name, Municipal; Elev., 674'; Fac. Class., BVORTAC; Ident., TUL; Procedure No. 1, Amdt. 10; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 9; Dated, 10 Mar. 60

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-9.....	500-1	500-1	500-1
				A-dn*.....	800-2	800-2	800-2

Procedure turn South side of crs, 260° Outbnd, 080° Inbnd, 2100' within 10 mi. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, breakoff point to end Rwy-9, 090°—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile of VOR, climb to 1600' on R-100 within 15 miles.

CAUTION: 1050' MSL tower 2.5 miles South of VOR.

*Alternate minima authorized for air carriers only; provided such air carriers have approval of their arrangement for weather service at this airport. Weather service not available to the general public. Lighting available only on Runway 9-27.

City, Greenwood; State, S.C.; Airport Name, Greenwood County; Elev., 629'; Fac. Class., M-BVOR; Ident., GRD; Procedure No. TerVOR-9, Amdt. 1; Eff. Date, 7 Jan. 61; Sup. Amdt. No. Orig.; Dated, 10 Dec. 60

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-27.....	500-1	500-1	500-1
				A-dn*.....	800-2	800-2	800-2

Procedure turn North side of crs, 100° Outbnd, 280° Inbnd, 2100' within 10 mi. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, breakoff point to end Rwy 27, 270°—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 miles of VOR, climb to 1800' on R-260 within 15 miles.

CAUTION: 1050' MSL tower 2.5 miles South of VOR.

*Alternate minima authorized for air carriers only; provided such air carriers have approval of their arrangement for weather service at this airport. Weather service not available to the general public. Lighting available only on Runway 9-27.

City, Greenwood; State, S.C.; Airport Name, Greenwood County; Elev., 629'; Fac. Class., M-BVOR; Ident., GRD; Procedure No. TerVOR-27, Amdt. 1; Eff. Date, 7 Jan. 61; Sup. Amdt. No. Orig.; Dated, 10 Dec. 60

RULES AND REGULATIONS

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Columbus LFR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
Columbus VOR.....	LOM.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1/4
Marvyn Int.....	LOM.....	Direct.....	2000	S-dn-5°.....	300-3/4	300-3/4	300-3/4
Geneva Int.....	LOM.....	Direct.....	2000	A-dn.....	600-2	600-2	600-2

Procedure turn West side of crs, 232° Outbnd, 052° Inbnd, 2000' within 10 mi. Beyond 10 miles NA.

Minimum altitude at Glide Slope Intersection Inbnd, 2000'.

Altitude of Glide Slope and distance to approach end of Runway at OM, 2000'—5.9 mi; at MM, 598'—6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on course of 052° within 20 miles or, when directed by ATC, climb to 2000', turn left and return direct to LOM.

CAUTION: Tower 1049' one mile NW of LOM.

*500-3/4 required when glide slope inoperative.

City, Columbus; State, Ga.; Airport Name, Muscogee County; Elev., 397'; Fac. Class., ILS; Ident., 1-CSG; Procedure No. ILS-5, Amdt. Orig.; Eff. Date, 7 Jan. 61

Moline VOR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
Moline LFR.....	LOM.....	Direct.....	2100	C-dn.....	600-1	600-1	600-1/4
Int R-202 CVA-VOR and E crs ILS.....	LOM.....	Direct.....	2100	S-dn-9°.....	200-1/4	200-1/4	200-1/4
IOW-VOR via R-095 and W crs ILS.....	Fairport Int**.....	Direct.....	2000	A-dn.....	600-2	600-2	600-2
Fairport Int**.....	LOM (Final).....	Direct.....	1900				
Cordova VOR.....	LOM.....	219°—22.6.....	2600				
Buffalo Int.....	LOM.....	Direct.....	2000				

Procedure turn S side W crs, 266° Outbnd, 086° Inbnd, 1900' within 10 mi.

Minimum altitude at Glide Slope Int inbnd, 1900'.

Altitude of glide slope and distance to approach end of runway at OM, 1807—4.4; at MM, 774—0.5.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.4 mi after passing LOM, climb to 2100' on crs of 086° within 20 mi or, when directed by ATC, (1) Make left climbing turn, climb to 2600' and proceed to E crs MI-LFR or (2) Make right climbing turn to 2800' and proceed to MI-VOR.

MAJOR CHANGES: Deletes transitions from Int S crs MI-LFR and W crs ILS and Int R-095 IOW and W crs ILS.

*600-1 required when Glide Slope inoperative.

**Fairport Int: Int W crs MLI-ILS and MLI-VOR R-310.

#Holding Not Authorized at Int.

City, Moline; State, Ill.; Airport Name, Quad City; Elev., 590'; Fac. Class., ILS; Ident., MLI; Procedure No. ILS-9, Amdt. 8; Eff Date, 7 Jan. 61; Sup. Amdt. No. 7; Dated 17 Sept. 60

Salinas VOR.....	LMM.....	Direct.....	4000	T-dn.....	300-1	300-1	300-3/4
Shark Int.....	Int SUR R-308 and W crs ILS.....	Direct.....	3700	C-d.....	700-2	700-2	700-2
Int SUR R-308 and W crs ILS.....	LOM (Final).....	Direct.....	1700	C-n.....	700-3	700-3	700-3
				S-dn-10#.....	300-3/4	300-3/4	300-3/4
				A-d.....	700-2	700-2	700-2
				A-n.....	700-3	700-3	700-3

Procedure turn South side of W crs, 276° Outbnd, 096° Inbnd, 1700' within 10 mi. Beyond 10 mi NA.

Minimum altitude at G.S. Int inbnd, 1700'.

Altitude of G.S. and distance to approach end of rwy at LOM, 1630'—4.1 mi; at MM, 370'—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing LMM make immediate left climbing turn and climb to 1800' to LOM.

CAUTION: Circling minimums do not provide standard clearance over terrain south of airport. All maneuvering for circling approaches must be accomplished north of localizer course.

AIR CARRIER NOTE: No reductions in visibility minimums authorized, except for takeoff on Rwy 28.

MAJOR CHANGE: Deletes transition from Davenport Int.

#400-1 required with any component of the ILS inoperative except that 700-1/4 required with glide slope inoperative.

City, Monterey; State, Calif.; Airport Name, Monterey Peninsula; Elev., 220'; Fac. Class., ILS; Ident., 1-MRY; Procedure No. ILS-10, Amdt. 7; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 6; Dated, 24 Sept. 60

MGM-VOR.....	Catoma Int.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/4
Radar Terminal Area Transition Altitudes.....	Radar Site.....	Within 15 mi.....	2000	C-dn.....	400-1	500-1	500-1/4
		Within 30 mi.....	3000	S-dn-27.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn *S side of E crs, 093° Outbnd, 273° Inbnd, 2000' within 10 mi. Beyond 10 mi. NA.

Minimum altitude over Catoma Int on final approach crs, 1500'.

Crs and distance, Catoma Int to airport, 273°—4.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1700' on W crs ILS within 20 mi or, when directed by ATC, turn left, climb to 1800' on R-127 MGM-VOR within 20 mi.

MAJOR CHANGE: Deletes transition from ML-LFR.

*Procedure turn nonstandard due to traffic.

City, Montgomery; State, Ala.; Airport Name, Dannelly Field; Elev., 221'; Fac. Class., ILS; Ident., I-MGM; Procedure No. ILS-27, Amdt. 3; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 2; Dated, 8 Aug. 59

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Montgomery VOR.....	LOM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-½
Catoma Int.....	LOM.....	Direct.....	1700	C-dn.....	400-1	500-1	500-1½
Benton Int.....	LOM (final).....	Direct.....	1700	S-dn-9°.....	200-½	200-½	200-½
Calhoun Int.....	LOM.....	Direct.....	1500	A-dn.....	600-2	600-2	600-2
Swift Creek Int.....	LOM.....	Direct.....	1500				
Sellers Int.....	LOM.....	Direct.....	2500				
Radar Terminal Area Transition Altitudes.....		Within 15 mi.....	2000				
		Within 30 mi.....	3000				

Procedure turn S side W crs, 273° Outbnd, 093° Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
 Minimum altitude at glide slope int inbnd, 1700'.
 Altitude of glide slope and distance to appr end of Rwy at OM, 1700'—5.1; at MM, 435'—0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished turn right, climb to 1800' on R-127 MGM-VOR within 20 mi or, when directed by ATC, climb to 2000' on E crs ILS within 20 miles.
 CAUTION: Tower 987' MSL, 8 mi East.
 MAJOR CHANGE: Deletes transition from Maxwell LFR.
 *400-¾ required when Glide Slope not used.

City, Montgomery; State, Ala.; Airport Name, Dannelly Field; Elev., 221'; Fac. Class., ILS; Ident., 1-MGM; Procedure No. ILS-9, Amdt. 8; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 7; Dated, 6 Aug. 60

Nowata Int.....	OWS-RBn.....	Direct.....	2100	T-dn.....	300-1	300-1	*200-½
Tulsa LFR.....	OWS-RBn.....	Direct.....	1900	C-dn.....	400-1	500-1	500-1½
Tulsa VOR.....	OWS-RBn.....	Direct.....	2000	S-dn-17L.....	400-1	400-1	400-1
Adair Int.....	OWS-RBn.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Int R-327 TUL and N crs ILS.....	OWS-RBn (Final).....	Direct.....	1900				

Procedure turn W. side of crs, 354° Outbnd, 174° Inbnd, 2000' within 10 mi. NA beyond 10 mi.
 No glide slope. Minimum Altitude over OWS RBn on final approach crs, 1900'.
 Bearing and distance, OWS RBn to Rwy 17L, 174°—5.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles, climb to 2200' on S crs ILS within 20 miles or, when directed by ATC, climb to 2200' on R-113 TUL VOR within 20 miles.
 MAJOR CHANGE: Deletes transitions from Sperry Int. and College Int.
 *300-1 required on Runways 3L, 21R, 17R, and 35L.

City, Tulsa; State, Okla.; Airport Name, Municipal; Elev., 674'; Fac. Class., ILS; Ident., 1-TUL; Procedure No. ILS-17, Amdt. 4; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 3; Dated, 23 Apr. 60

YM-LFR.....	LOM.....	Direct.....	4000	T-dn#.....	400-1	400-1	400-1
YKM-VOR.....	LOM.....	Direct.....	4000	C-d.....	800-2	800-2	800-2
Selah Int.....	LOM.....	Direct.....	4000	C-n.....	800-2	1000-2	1000-2
Int SE crs YM-LFR and Brng 325° to YKM-LOM.....	LOM.....	Direct.....	4500	S-dn-27.....	400-1	400-1	400-1
White Swan Int.....	LOM.....	Direct.....	4000	A-d.....	800-2	800-2	800-2
Toppenish Int.....	LOM.....	Direct.....	4000	A-n.....	800-2	1000-2	1000-2
Sawmill Int.....	LOM.....	Direct.....	4000				

Procedure turn S side of crs, 089° Outbnd, 269° Inbnd, 4000' within 10 miles. NA beyond 10 mi. (Nonstandard due to terrain.)
 Minimum altitude at G.S. int inbnd, 4000'.
 Altitude of G.S. and distance to appr end of rwy at OM, 3377—6.9, at MM, 1318—0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right climbing turn and climb to 4000' on SE crs ILS within 10 mi of LOM or, when directed by ATC, make right climbing turn and climb to 4500' on ELN R-170 within 10 mi north of Selah Int.
 NOTE: All components of ILS must be used when executing this approach.
 #Take-off minimums runways 22-4 and 34-16: 500-1 Day, 800-2 Night.

City, Yakima; State, Wash; Airport Name, Yakima Municipal; Elev., 1077'; Fac. Class., ILS; Ident., YKM; Procedure No. ILS-27, Amdt. 5; Eff. Date, 7 Jan. 61; Sup. Amdt. No. 4; Dated, 14 June 58

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on December 7, 1960.

OSCAR BAKKE,
 Director, Bureau of Flight Standards.

[F.R. Doc. 61-6; Filed, Jan. 5, 1961; 8:45 a.m.]

[Reg. Docket No. 602; Amdt. 199]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

RULES AND REGULATIONS

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE 14 JANUARY 1961, OR UPON DECOMMISSIONING OF FACILITY.

City, Erie; State, Pa.; Airport Name, Port Erie; Elev., 732'; Fac. Class., SBMRAZ; Ident., ERI; Procedure No. 1, Amdt. 2; Eff. Date, 1 Apr. 54; Sup. Amdt. No. 1; Dated, 15 Feb. 51

All directions.....	PQ-LFR.....	Direct.....	MEA	T-dn.....	300-1	300-1	200-1½
				C-dn.....	600-1	600-1	600-1½
				S-dn-19.....	600-1	600-1	600-1
				A-dn*.....	NA	NA	NA

Procedure turn W side of crs, 019° Outbnd, 199° Inbnd, 2200' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 190°—2.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 mi after passing PQ-LFR, climb to 2700' on S crs of PQ-LFR within 20 mi.

*Alternate weather minimums of 800-2 authorized for those who have an approved arrangement for weather service at the airport.

City, Presque Isle; State, Maine; Airport Name, Presque Isle Municipal; Elev., 534'; Fac. Class., SBRAZ; Ident., PQ; Procedure No. 2, Amdt. 1; Eff. Date, 14 Jan 61; Sup. Amdt. No. Orig.; Dated, 27 Aug. 60

				T-d.....	500-1		
				C-d.....	1500-3		
				A-d.....	1500-3		
					BCOB		

Procedure turn N side of E crs, 8600' within 10 miles. Beyond 10 miles NA.

Minimum altitude over facility on final approach crs, 8300'.

Crs and distance, facility to airport, 257°—4.9.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile climb to 10,000' on W crs SIR LFR within 20 miles.

NOTE: High unlighted terrain surrounding airport.

MAJOR CHANGE: Deletes all references to night authorization.

City, Rawlins; State, Wyo.; Airport Name, Municipal; Elev., 6784'; Fac. Class., SBRAZ; Ident., SIR; Procedure No. 1, Amdt. 7; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 6; Dated, 26 May 56

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
New Brunswick Int.....	LOM.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1½
Colts Neck VOR.....	LOM.....	Direct.....	1500	C-dn.....	600-1	600-1	600-1½
Newark LFR.....	LOM.....	Direct.....	1500	S-dn-4.....	600-1	600-1	600-1
Chatham RBn.....	LOM.....	Direct.....	2000	A-dn.....	800-2	800-2	800-2
Radar Transitions:				Within:			
S Quadrant Newark LFR.....	Radar Site.....	15 mi.....	1500				
NE sector from 058° to 090°.....	Radar Site.....	20 mi.....	2500				
All other sectors.....	Radar Site.....	20 mi.....	2000				

Procedure turn West side of crs, 217° Outbnd, 037° Inbnd, 1500' within 10 mi.

Minimum altitude over facility on final approach crs, 1000'.

Crs and distance, facility to airport, 037°—4.9 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles, climb to 1000' on crs 037° from LOM, then make left climbing turn to 3000' direct to Chatham RBn.

MAJOR CHANGES: Deletes transition from Flatbush RBn. Deletes alternate missed approach procedure.

City, Newark; State, N.J.; Airport Name, Newark; Elev., 18'; Fac. Class., LOM; Ident., EW; Procedure No. 1, Amdt. 13; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 12 (ADF portion comb. ILS-ADF); Dated, 19 Oct. 57

STJ-VOR.....	LOM.....	Direct.....	2300	T-dn*.....	300-1	300-1	200-1½
				C-d.....	500-1	700-1	700-1½
				C-n.....	500-1½	700-1½	700-1½
				S-dn-35.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn East side of crs, 172° Outbnd, 352° Inbnd, 2300' within 10 mi. NA beyond 10 mi.

Minimum altitude over facility on final approach crs, 2300'.

Crs and distance, facility to airport, 352°—5.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles, climb to 2400' on crs 352° from LOM within 25 miles.

CAUTION: 400' bluffs West, NW, and East of airport.

*Takeoff minimums no lower than 300-1 authorized on Runway 30.

City, St. Joseph; State, Mo.; Airport Name, Rosecrans Memorial; Elev., 822'; Fac. Class., LOM; Ident., ST; Procedure No. 1, Amdt. 11; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 10 (ADF portion comb. ILS-ADF); Dated, 27 Aug. 55

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SX-LFR.....	JKN RBn.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1½
SUX-VOR.....	JKN RBn.....	Direct.....	2400	C-dn.....	600-1	600-1	600-1½
				S-dn-13.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Procedure turn West side of crs, 307° Outbnd, 127° Inbnd, 2300' within 10 miles.

Minimum altitude, facility to airport, 2200'.

Crs and distance, facility to airport, 127°—4.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles, climb to 2500' on crs of 127° within 20 miles.

AIR CARRIER NOTE: 300-1 required for all takeoffs on Runway 4.

CAUTION: 1318' terrain 1.4 miles ENE of airport, 134' tower 1.8 miles NW of airport and 1284' group of towers 1.3 miles WNW of airport.

City, Sioux City; State, Iowa; Airport Name, Sioux City Municipal; Elev., 1097'; Fac. Class., MHW; Ident., JKN; Procedure No. 2, Amdt. Orig.; Eff. Date, 14 Jan. 61

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Dyersburg MH.....	DYR-VOR.....	Direct.....	1500	T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 073° Outbnd, 253° Inbnd, 1600' within 10 mi.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 253°—4.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 mi, turn left, climb to 1600', return to DYR VOR and contact ATC for further clearance.

City, Dyersburg; State, Tenn.; Airport Name, Municipal; Elev., 337'; Fac. Class., BVORTAC; Ident., DYR; Procedure No. 1, Amdt. 5; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 4; Dated, 10 Sept. 60

North Springfield FM.....	ERI-VOR (Final).....	Direct.....	1700	T-dn.....	300-1	300-1	*200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-6.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side crs 239° Outbnd, 059° Inbnd, 2200' within 10 mi.

Minimum altitude over facility on final approach crs, 1700'.

Crs and distance, facility to airport, 059°—6.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles, climb to 3000' on crs 059° from Erie VOR within 15 miles.

AIR CARRIER NOTE: Sliding scale for take-off and reduction in take-off minimums authorized only on runways 6-24.

MAJOR CHANGE: Deletes transition from Erie LFR.

*300-1 required for all runways except 6-24.

City, Erie; State, Pa.; Airport Name, Port Erie; Elev., 732'; Fac. Class., BVOR TAC; Ident., ERI; Procedure No. 1, Amdt. 2; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 1; Dated 1 Apr. 54

				T-dn.....	300-1	300-1	
				C-dn.....	400-1	500-1	
				C-n.....	400-1½	500-1½	
				A-dn.....	800-2	800-2	

Procedure turn W side of crs, 309° Outbnd, 129° Inbnd, 2100' within 10 mi.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 129°—3.2.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles, climb to 2300' on R-129 and return to IRK VORTAC. Hold on R-129.

City, Kirksville; State, Mo.; Airport Name, Kirksville Municipal; Elev., 970'; Fac. Class., BVORTAC; Ident., IRK; Procedure No. 1, Amdt. 4; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 3; Dated, 29 Oct. 60

Brookley HW.....	MOB VOR.....	Direct.....	1400	T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-9.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar terminal area transitions:

2000' altitude within 20 mi Brookley AFB.

2200' altitude required from 060° to 100° mag.

Procedure turn S side of crs, 287° Outbnd, 107° Inbnd, 1400 within 10 miles. Beyond 10 mi NA.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 107°—6.3.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.3 miles, turn left, climb to 1600 on R-065 within 20 mi.

City, Mobile; State, Ala.; Airport Name, Bates Field; Elev., 217'; Fac. Class., BVOR; Ident., MOB; Procedure No. 1, Amdt. 8; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 7; Dated, 4 Oct. 58

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-d.....	600-1	600-1	600-1½
				C-n.....	600-2	600-2	600-2
				S-d-02.....	600-1	600-1	600-1
				S-n-02.....	600-2	600-2	600-2
				A-dn.....	800-2	800-2	800-2

Procedure turn East side of crs, 205° Outbnd, 025° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 025°—8.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.3 miles, turn right, climb to 2600' on R-076 RST within 20 miles or, when directed by ATC, within 8.3 miles, turn right, climb to 2600', proceed direct to RST VOR.

City, Rochester; State, Minn.; Airport Name, Rochester Municipal; Elev., 1310'; Fac. Class., M-BVOR; Ident., RST; Procedure No. 1, Amdt. 2; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 1; Dated, 8 Dec. 60

Int V-14N (HUF R-047) and LEU R-017.....	HUF VOR (Final).....	Direct.....	1300	T-dn.....	300-1	300-1	300-1
Int V-14 (HUF R-062) and LEU R-022.....	HUF VOR (Final).....	Direct.....	1300	C-d.....	400-1	600-1	500-1½
HUF-BH.....	HUF VOR.....	Direct.....	2000	S-dn-23.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn North side of final approach crs, 049° Outbnd, 229° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 229°—3.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing HUF-VOR, climb to 2000' on HUF R-213 within 20 miles or, when directed by ATC, make climbing left turn, proceed direct to Lewis VOR at 2000'.

City, Terre Haute; State, Ind.; Airport Name, Hulman Field; Elev., 585'; Fac. Class., BVOR; Ident., HUF; Procedure No. 1, Amdt. Orig.; Eff. Date, 14 Jan. 61

4. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
North Springfield FM.....	OM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1½
Erie VOR.....	OM (Final).....	Direct.....	2000	C-dn.....	500-1	500-1	500-1½
North Springfield FM via crs 090°.....	SW crs ILS (Final).....	Direct.....	2000	S-dn-6°.....	300-¾	300-¾	300-¾
				A-dn.....	600-2	600-2	600-2

Procedure turn S side SW crs, 239° Outbnd, 059° Inbnd, 2000' within 10 mi.

Minimum altitude at glide slope int inbnd, 2000'.

Altitude of glide slope and distance to approach end of Runway at OM, 1950'—3.9 mi; at MM, 1032'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000' on 059° brng from LMM within 10 miles.

AIR CARRIER NOTE: 300-1 required for take-off on all runways except 6-24.

MAJOR CHANGES: Deletes transition from Erie LFR.

*400-1 required with glide slope inoperative.

City, Erie; State, Pa.; Airport Name, Port Erie; Elev., 732'; Fac. Class., ILS; Ident., I-ERI; Procedure No. 1, Amdt. 1; Eff. Date, 14 Jan. 61; Sup. Amdt. No. Orig.; Dated, 1 Sept. 55

New Brunswick Int.....	ILS crs (Final).....	Direct.....	1500	T-dn.....	300-1	300-1	200-1½
Newark LFR.....	LOM.....	Direct.....	1500	C-dn.....	600-1	600-1	600-1½
Chatham Rbn.....	LOM.....	Direct.....	2000	S-dn-4°.....	200-1½	200-1½	200-1½
Colts Neck VOR.....	ILS (Final).....	Direct.....	1500	A-dn.....	600-2	600-2	600-2
Radar Transitions:		Within:					
S Quadrant Newark LFR.....	Radar Site.....	15 mi.....	1500				
NE Sector from 058° to 090°.....	Radar Site.....	20 mi.....	2500				
All other sectors.....	Radar Site.....	20 mi.....	2000				

Procedure turn W side SW crs, 217° Outbnd, 037° Inbnd, 1500' within 10 mi. (Nonstd. due to ATC).

Minimum altitude at glide slope interception inbnd, 1500'.

Altitude of glide slope and distance to approach end of Runway at OM, 1500'—4.9 mi; at MM, 250'—0.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Climb to 1000' on 037° crs from LOM, then make left climbing turn to 3000', direct to Chatham Rbn.

MAJOR CHANGES: Deletes transition from Flatbush Rbn. Deletes alternate missed approach procedure.

*Runway Visual Range 2000' also authorized for takeoff and landing on Runway 4; provided that all components of the ILS, high intensity runway lights, approach lights, condenser-discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 218' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

City, Newark; State, N.J.; Airport Name, Newark; Elev., 18'; Fac. Class., ILS; Ident., EWR; Procedure No. ILS-4, Amdt. 13; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 12 (ILS portion comb. ILS-ADF); Dated, 19 Oct. 57

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SX-LFR.....	JKN-RBn.....	Direct.....	2400	T-dn.....	300-1	300-1	200-1½
SUX-VOR.....	JKN-RBn.....	Direct.....	2400	C-dn.....	600-1	600-1	600-1½
				S-dn-13.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2

Procedure turn West side of crs, 307° Outbnd, 127° Inbnd, 2300' within 10 miles.

Minimum altitude over JKN-RBn on final approach, 2200'.

Crs and distance, JKN-RBn to approach end of Runway, 127°—4.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles, climb to 2500' on crs of 127° within 20 miles.

AM CARRIER NOTE: 300-1 required for all takeoffs on Runway 4.

CAUTION NOTES: This procedure not premised on use of Glide Slope. 1318' terrain 1.4 miles ENE of airport. 1348' tower 1.8 mi NW of airport. 1284' group of towers 1.3 miles WNW of airport.

City, Sioux City; State, Iowa; Airport Name, Sioux City Municipal; Elev., 1097'; Fac. Class., ILS; Ident., SUX; Procedure No. ILS-13, Amdt. Orig.; Eff. Date, 14 Jan. 61

St Joseph VOR.....	LOM.....	Direct.....	2300	T-dn*.....	300-1	300-1	200-½
				C-d.....	500-1	700-1	700-1½
				C-n.....	500-1½	700-1½	700-1½
				S-dn-35#.....	200-½	200-½	200-½
				A-dn.....	600-2	700-2	700-2

Procedure turn E side S crs, 172° Outbnd, 352° Inbnd, 2300' within 10 mi (NA beyond 10 mi).

Minimum altitude at glide slope int inbnd, 2300'.

Altitude of glide slope and distance to approach end of runway at OM, 2261—5.3; at MM, 1066—0.8.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles, climb to 2400' on North course ILS within 25 miles.

CAUTION: 400' bluffs W, NW and E of airport.

*Takeoff minimums no lower than 300-1 authorized on Runway 30.

#Straight-in ILS minimums authorized under provisions of inoperative ILS components are applicable, except 400-1 required with glide slope inoperative.

City, St. Joseph; State, Mo.; Airport Name, Rosecrans Memorial; Elev., 822'; Fac. Class., ILS; Ident., I-STJ; Procedure No. ILS-35, Amdt. 11; Eff. Date, 14 Jan. 61; Sup. Amdt. No. 10 (ILS portion Comb. ILS-ADF); Dated, 27 Aug. 55

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on December 15, 1960.

GEORGE C. PRILL,
Acting Director, Bureau of Flight Standards.

[F.R. Doc. 61-7; Filed, Jan. 5, 1961; 8:45 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 120—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Tolerance for Residues of Sodium o-Phenylphenate

A petition was filed with the Food and Drug Administration by Dow Chemical Company, Midland, Michigan, requesting the establishment of a tolerance of 10 parts per million for residues of sodium o-phenylphenate, expressed as o-phenylphenol, in or on tomatoes.

The Secretary of Agriculture has certified that this pesticide chemical is useful for the purpose for which a tolerance is being established.

After consideration of the data submitted in the petition and other relevant material which show that the tolerance established in this order will protect the public health, and by virtue of the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 408(d) (2), 68 Stat. 512; 21 U.S.C. 346a

(d) (2)) and delegated to the Commissioner of Food and Drugs by the Secretary (25 F.R. 8625), the regulations for tolerances for pesticide chemicals in or on raw agricultural commodities are amended by adding to § 120.129 (21 CFR 120.129; 25 F.R. 6667, 10454) the following tolerance:

§ 120.129 Tolerances for residues of sodium o-phenylphenate.

* * * * *

10 parts per million (including residues from direct application of o-phenylphenol) in or on tomatoes.

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 408(d) (2), 68 Stat. 512; 21 U.S.C. 348(d) (2))

Dated: December 30, 1960.

[SEAL]

JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

[F.R. Doc. 61-93; Filed, Jan. 5, 1961; 8:47 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

SORBITAN MONOSTEARATE

The Commissioner of Food and Drugs, having evaluated the data submitted in petitions filed by Atlas Powder Company, Wilmington, Delaware, and Lever Brothers Company, 390 Park Avenue, New York 22, New York, and other relevant material, has concluded that the following regulation should issue in conformity with section 409 of the Federal Food, Drug, and Cosmetic Act, with respect to the food additive sorbitan monostearate. Therefore, pursuant to the provisions of the act (sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), Subpart D of the food additive

regulations (21 CFR Part 121) is amended by adding thereto the following new section:

§ 121.1029 Sorbitan monostearate.

The food additive sorbitan monostearate, which is a mixture of partial stearic and palmitic acid esters of sorbitol anhydrides, may be safely used in or on food in accordance with the following prescribed conditions:

(a) The food additive is manufactured by reacting stearic acid with sorbitol to yield essentially sorbitan stearates.

(b) The food additive meets the following specifications:

Saponification number.....	147-157
Acid number.....	5-10
Hydroxyl number.....	235-260

(c) It is used or intended for use, alone or in combination with polyoxyethylene (20) sorbitan monostearate, as follows:

(1) As an emulsifier in whipped vegetable oil topping, alone or in combination with polyoxyethylene (20) sorbitan monostearate, whereby the maximum amount of the additives, alone or in combination, does not exceed 4,000 parts per million (0.40 percent) of the finished whipped vegetable oil topping.

(2) As an emulsifier in cake mixes, alone or in combination with polyoxyethylene (20) sorbitan monostearate, on a dry-weight basis, as follows:

(i) It is used alone in an amount not to exceed 6,100 parts per million (0.61 percent).

(ii) It is used with polyoxyethylene (20) sorbitan monostearate in any combination providing no more than 6,100 parts per million (0.61 percent) sorbitan monostearate and no more than 4,600 parts per million (0.46 percent) of polyoxyethylene (20) sorbitan monostearate, and provided that the total combination does not exceed 6,600 parts per million (0.66 percent).

(3) As an emulsifier in nonstandardized confectionery coatings alone or in combination with polyoxyethylene (20) sorbitan monostearate as follows:

(i) It is used alone in an amount not to exceed 10,000 parts per million (1.0 percent) of the weight of the finished nonstandardized confectionery coating.

(ii) It is used with polyoxyethylene (20) sorbitan monostearate in any combination of up to 10,000 parts per million (1.0 percent) sorbitan monostearate and up to 5,000 parts per million (0.50 percent) polyoxyethylene (20) sorbitan monostearate, and provided that the total combination does not exceed 10,000 parts per million (1.0 percent) of the weight of the finished nonstandardized confectionery coating.

(d) To assure safe use of the additive, the label of the additive and any intermediate mixes shall contain, in addition to the other information required by the act, the following:

(1) The name of the additive, sorbitan monostearate.

(2) A statement of the concentration of the additive in the basic raw material and intermediate mixes.

(3) Adequate directions for use, which when followed, will provide a finished

product containing no more than the permitted amount of the additive.

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: December 30, 1960.

[SEAL]

JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

[F.R. Doc. 61-92; Filed, Jan. 5, 1961;
8:47 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

POLYOXYETHYLENE (20) SORBITAN MONOSTEARATE

The Commissioner of Food and Drugs, having evaluated the data submitted in petitions filed by Atlas Powder Company, Wilmington, Delaware, and Lever Brothers Company, 390 Park Avenue, New York 22, New York, and other relevant material, has concluded that the following regulation should issue in conformity with section 409 of the Federal Food, Drug, and Cosmetic Act with respect to the food additive polyoxyethylene (20) sorbitan monostearate. Therefore, pursuant to the provisions of the act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), Subpart D of the food additive regulations (21 CFR Part 121) is amended by adding thereto the following new section:

§ 121.1030 Polyoxyethylene (20) sorbitan monostearate.

The food additive polyoxyethylene (20) sorbitan monostearate, which is a mixture of polyoxyethylene ethers of mixed partial stearic and palmitic acid esters of sorbitol anhydrides and related compounds, may be safely used in or on food in accordance with the following prescribed conditions:

(a) The food additive is manufactured by reacting stearic acid with sorbitol to yield essentially sorbitan stearates with a

maximum acid number of 10.0 and a maximum water content of 0.2 percent, which are then reacted with ethylene oxide.

(b) The food additive meets the following specifications:

Saponification number.....	45-55
Acid number.....	0-2
Hydroxyl number.....	81-96
Oxyethylene content (percent).....	65.0-69.5

(c) It is used or intended for use, alone or in combination with sorbitan monostearate, as follows:

(1) As an emulsifier in whipped vegetable oil topping, alone or in combination with sorbitan monostearate, whereby the maximum amount of the additives, alone or in combination, does not exceed 4,000 parts per million (0.40 percent) of the finished whipped vegetable oil topping.

(2) As an emulsifier in cake mixes, alone or in combination with sorbitan monostearate, on a dry-weight basis, as follows:

(i) It is used alone in an amount not to exceed 4,600 parts per million (0.46 percent).

(ii) It is used with sorbitan monostearate in any combination providing no more than 4,600 parts per million (0.46 percent) of polyoxyethylene (20) sorbitan monostearate and no more than 6,100 parts per million (0.61 percent) of sorbitan monostearate, provided that the total combination does not exceed 6,600 parts per million (0.66 percent).

(3) As an emulsifier in nonstandardized confectionery coatings, alone or in combination with sorbitan monostearate, as follows:

(i) It is used alone in an amount not to exceed 5,000 parts per million (0.50 percent) of the weight of the finished nonstandardized confectionery coatings.

(ii) It is used with sorbitan monostearate in any combination of up to 5,000 parts per million (0.50 percent) of polyoxyethylene (20) sorbitan monostearate and up to 10,000 parts per million (1.0 percent) of sorbitan monostearate, provided that the total combination does not exceed 10,000 parts per million (1.0 percent) of the weight of the finished nonstandardized confectionery coatings.

(4) As an emulsifier in cakes, whereby the maximum amount of the additive does not exceed 4,600 parts per million (0.46 percent) of the finished cake on a dry-weight basis.

(5) As an emulsifier in cake icing and/or cake filling containing shortening, whereby the maximum amount of the additive does not exceed 4,600 parts per million (0.46 percent) of the weight of the finished cake icing or cake filling.

(d) To assure safe use of the additive, the label of the additive and any intermediate mixes shall contain, in addition to the other information required by the act, the following:

(1) The name of the additive, polyoxyethylene (20) sorbitan monostearate.

(2) A statement of the concentration of the additive in the basic raw material and intermediate mixes.

(3) Adequate directions which, when followed, will provide a finished product containing no more than the permitted amount of the additive.

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: December 30, 1960.

[SEAL] JOHN L. HARVEY,
*Deputy Commissioner
of Food and Drugs.*

[F.R. Doc. 61-91; Filed, Jan. 5, 1961;
8:46 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 2250]

IDAHO

Power Site Restoration No. 563; Re- voking in Part Executive Orders Creating Power Site Reserves Nos. 132 and 513

By virtue of the authority contained in Section 1 of the act of June 25, 1910 (36 Stat. 847; 43 U.S.C. 141), and pursu-

ant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. The Executive orders of July 2, 1910, and November 13, 1915, creating Power Site Reserves Nos. 132 and 513 respectively, are hereby revoked so far as they affect the following-described lands:

BOISE MERIDIAN, IDAHO

Power Site Reserve No. 132

- T. 2 N., R. 4 E.,
Sec. 6, N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$.
T. 3 N., R. 4 E.,
Sec. 11, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, and
S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 12, N $\frac{1}{2}$ W $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$
NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$
SW $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 14, SE $\frac{1}{4}$ NW $\frac{1}{4}$ and E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 28, lot 3;
Sec. 32, lots 3, 7, and NW $\frac{1}{4}$ NW $\frac{1}{4}$.

Power Site Reserve No. 513

- T. 2 N., R. 7 E.,
Sec. 34, SW $\frac{1}{4}$ SW $\frac{1}{4}$.
T. 1 N., R. 10 E.,
Sec. 7, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 18, NW $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 3 N., R. 11 E.,
Sec. 6, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 7, SE $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 1 S., R. 8 E.,
Sec. 7, lot 1 and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 8, lot 9;
Sec. 11, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 17, SW $\frac{1}{4}$ SW $\frac{1}{4}$ and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 21, NW $\frac{1}{4}$ NE $\frac{1}{4}$.

The areas described aggregate 915 acres, of which 386.20 acres are in Power Site Reserve No. 132 and 529.11 acres in Power Site Reserve No. 513.

2. The lands shall not be subject to disposition under the public land laws until provision is made therefor by an order of an authorized officer of the Bureau of Land Management, which order shall include the State's preference rights of application to select in accordance with applicable law.

GEORGE W. ABBOTT,
Assistant Secretary of the Interior.

DECEMBER 30, 1960.

[F.R. Doc. 61-76; Filed, Jan. 5, 1961;
8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 146c]

BACITRACIN- (OR ZINC BACITRACIN-) NEOMYCIN-POLYMYXIN POWDER TOPICAL

Exemption From Prescription Requirements

Notice is given that the Commissioner of Food and Drugs has received a petition from Burroughs Wellcome and Company (U.S.A.) Inc., Tuckahoe, New York, requesting an amendment of the regulations for the certification of bacitracin and bacitracin-containing

drugs (21 CFR 146e.430) to provide for the sale of bacitracin-neomycin-polymyxin powder topical and zinc bacitracin-neomycin-polymyxin powder topical, intended for human use, without the prescription of a physician, but with labeling containing adequate directions and warnings for their lay use.

When such drugs contain only the antibiotics as active ingredients, § 146e.430 will require, among other changes, that the labeling of such drugs bear information that they are for use only in the prevention of infection in minor cuts, minor burns, and abrasions and, further, that use of the drugs should be discontinued and a physician consulted if signs of infection or irritation appear.

The Commissioner of Food and Drugs, under the authority of the Federal Food, Drug, and Cosmetic Act (sec. 507(f), 59

Stat. 463, as amended 63 Stat. 409; 21 U.S.C. 357(f)), delegated to him by the Secretary of Health, Education, and Welfare (23 F.R. 9500, 25 F.R. 5611), hereby offers an opportunity to any interested persons to submit views and comments on this proposal, within 30 days from the date of publication of this notice in the **FEDERAL REGISTER**. Such views and comments should be submitted in triplicate and addressed to the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C.

Dated: December 29, 1960.

[SEAL]

JOHN L. HARVEY,
*Deputy Commissioner
of Food and Drugs.*

[F.R. Doc. 61-88; Filed, Jan. 5, 1961;
8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Narcotics

ADDITIONS TO EXISTING CLASSIFICATION OF BASIC CLASS OF NARCOTIC DRUGS

Correction

In F.R. Doc. 61-28, appearing at page 14 of the issue for Wednesday, Jan. 4, 1961, the following corrections are made:

1. In the list of drugs, the first word in the fourth entry should read "Oxymorphone" instead of "Oxymorphine".

2. In the last sentence of the document "30 days" should read "20 days".

DEPARTMENT OF COMMERCE

Bureau of the Census

RETAILERS' INVENTORIES, SALES, NUMBER OF STORES

Notice of Determination to Continue Survey

In conformity with the Act of Congress approved August 31, 1954, 13 U.S.C. 181, 224, and 225, and due Notice of Consideration having been published in the FEDERAL REGISTER, November 22, 1960 (25 F.R. 11089) pursuant to said Act, I have determined that certain 1960 annual data for retail trade establishments are needed to provide a sound statistical basis for the formation of policy by various government agencies and are also applicable to a variety of public and business needs. The survey is part of a continuing Census series on retail trade, beginning with the year 1951. The data are not publicly available from non-governmental or other governmental sources.

Retail trade, as the outlet for the production of industry, mining, and agriculture, is of strategic importance in the economy of the nation. Information by kind of retail business, such as the amount of merchandise inventories on hand in retail stores and in warehouses of large retail organizations, sales by region, and sales-inventory ratios, are basic to analyses of the economy. Data on the amount of retail inventories are included in the measurement of the gross national product.

Business and industry also are interested in sales and inventory figures as indicators of the outlook for business activity and as tools for the promotion of business efficiency and stability. Individual retailers can make use of the sales-inventory ratios to appraise, in a general way, their own relative operational positions.

The Annual survey will involve collection of information from (1) large multiunit organizations (organizations having 11 or more retail stores in 1954)

regardless of their location; (2) large retail establishments (those whose 1954 sales were in excess of five million dollars) regardless of location; (3) individual establishments located in Census sample areas, whose sales meet certain minimum sales criteria; and (4) other individual establishments, regardless of size, located in a sample of small land segments which are within Census sample areas. All respondents will be required to submit information covering the year 1960. Report forms will be furnished to the firms covered by the survey, which will be due 15 days after receipt. Copies of the forms are available on request to the Bureau of the Census, Washington 25, D.C.

I have therefore directed that an annual survey be conducted for the purpose of collecting these data.

A. ROSS ECKLER,
Acting Director,
Bureau of the Census.

[F.R. Doc. 61-75; Filed, Jan. 5, 1961; 8:45 a.m.]

Defense Air Transportation Administration

[Order No. 11]

AIRCRAFT ALLOCATION

Pursuant to authority under the National Security Act of 1947, the Defense Production Act of 1950, as amended, enabling Executive Orders 10219 and 10480, Office of Defense Mobilization Order 1-8 and Department of Commerce Orders 128 (revised) dated November 1, 1958, and 137 (amended) dated April 19, 1955, I hereby allocate to the Department of Defense the aircraft identified herein by FAA registration number for the Civil Reserve Air Fleet Program of the Department of Defense for the fiscal year 1961.

FISCAL 1961 FLEET

DC-4

1220 V	88891	88938
1221 V	88893	90407
1437 V	88897	90423
45346	88898	90427
49529	88901	90428
54373	88903	90434
57670	88907	90436
75298	88908	90440
79999	88909	90444
88819	88912	90448
88884	88921	90902
88886	88934	90905
88888	88935	90906

DC-6A

401 US	6574 C	37594
402 US	6575 C	37595
571	6576 C	37596
630 NA	7822 C	45500
640 NA	34955	90776
650 NA	34956	90781
660 NA	34957	90782
6118 C	34958	90783
6119 C	37590	90784
6258 C	37591	90785
6260 C	37592	90808
6541 C	37593	90809

FISCAL 1961 FLEET—Continued

L-1049H

101 R	6501 C	6923 C
468 C	6502 C	6924 C
469 C	6504 C	6925 C
1006 C	6911 C	6931 C
1007 C	6912 C	6932 C
1008 C	6913 C	6933 C
1009 C	6914 C	6935 C
1010 C	6915 C	6936 C
1880	6916 C	6937 C
1927 H	6917 C	7131 C
5401 V	6918 C	7132 C
5402 V	6919 C	7133 C
5403 V	6921 C	7134 C
5404 V	6922 C	

L-1649A(F)

7311 C	7316 C	7319 C
7315 C	7317 C	7322 C

DC-7C(F)

301 G	735 PA	752 PA
731 PA	736 PA	754 PA
733 PA	737 PA	755 PA
734 PA	746 PA	8215 H

DC-7(F)

336	350	6344 C
337	394	6346 C
341	6341 C	6348 C
342	6342 C	

DC-7C

5900	5902	5905
5901	5903	5906

B-707—(300 series)

701 PA	720 PA	763 TW
702 PA	721 PA	764 TW
703 PA	722 PA	765 TW
704 PA	724 PA	766 TW
705 PA	725 PA	767 TW
706 PA	726 PA	768 TW
714 PA	727 PA	769 TW
715 PA	728 PA	770 TW
716 PA	729 PA	771 TW
717 PA	730 PA	772 TW
718 PA	761 TW	
719 PA	762 TW	

DC-8

801 US	809 PA	8018 U
802 US	810 PA	8021 U
803 PA	811 PA	8022 U
803 US	812 PA	8023 U
804 PA	813 PA	8024 U
804 US	814 PA	8025 U
805 PA	815 PA	8026 U
805 US	816 PA	8027 U
806 PA	817 PA	8028 U
807 PA	818 PA	8029 U
808 PA	819 PA	8030 U

In the event any aircraft specified herein:

1. Is destroyed or suffers major damage, the owner and/or operator shall give immediate notice thereof to DATA.

2. Is sold, leased or otherwise transferred, the transferor and/or owner shall give immediate notice thereof to DATA together with full information concerning the identity of the transferee, the date and place of transfer, and the terms and conditions of the transfer.

This allocation order shall become effective January 1, 1961, and supersedes Aircraft Allocation Order No. 9, dated

September 16, 1960, 25 F.R. 9229, of September 27, 1960.

Dated: December 27, 1960.

THEODORE HARDEEN, Jr.,
Administrator, Defense Air
Transportation Administration.

[F.R. Doc. 61-114; Filed, Jan. 5, 1961;
8:47 a.m.]

[Order No. 12]

AIRCRAFT ALLOCATION

Pursuant to authority under the National Security Act of 1947, the Defense Production Act of 1950, as amended, enabling Executive Orders 10219 and 10480, Office of Defense Mobilization Order 1-8 and Department of Commerce Orders 128 (revised) dated November 1, 1958, and 137 (amended) dated April 19, 1955, I hereby allocate to the Department of Defense for fiscal year 1961 the aircraft identified herein by FAA registration number as a reserve fleet for use in certain contingencies in the Civil Reserve Air Fleet Program of the Department of Defense. Any aircraft in this reserve fleet may, at the direction of the Administrator, DATA, be added to the list of aircraft allocated by DATA Allocation Order No. 11, dated December 27, 1960, to replace an aircraft in the Civil Reserve Air Fleet that is determined by the Department of Defense to be unavailable.

CONTINGENCY RESERVE FLEET— FISCAL YEAR 1961

L-1649A

7301 C	7308 C	7318 C
7302 C	7309 C	7320 C
7303 C	7310 C	7321 C
7304 C	7312 C	7325 C
7306 C	7314 C	

DC-7C

284	294	743 PA
285	295	744 PA
286	296	745 PA
287	297	747 PA
288	732 PA	748 PA
289	738 PA	749 PA
290	739 PA	750 PA
291	741 PA	751 PA
293	742 PA	753 PA

B-707(100 series)

707 PA	709 PA	711 PA
708 PA	710 PA	712 PA

DC-8

8031 U	8032 U	8033 U
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In the event any aircraft specified herein:

1. Is destroyed or suffers major damage, the owner and/or operator shall give immediate notice thereof to DATA.

2. Is sold, leased or otherwise transferred, the transferor and/or owner shall give immediate notice thereof to DATA together with full information concerning the identity of the transferee, the date and place of transfer, and the terms and conditions of the transfer.

This allocation order shall become effective January 1, 1961, and supersedes Aircraft Allocation Order No. 10, dated

September 16, 1960, 25 F.R. 9229, of September 27, 1960.

Dated: December 27, 1960.

THEODORE HARDEEN, Jr.,
Administrator, Defense Air
Transportation Administration.

[F.R. Doc. 61-114; Filed, Jan. 5, 1961;
8:47 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-156]

REGENTS OF THE UNIVERSITY OF WISCONSIN

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 1, set forth below, to License No. R-74. The amendment authorizes The Regents of the University of Wisconsin, as requested in their application for license amendment dated December 9, 1960, to operate the pool-type nuclear reactor, located on The University of Wisconsin's campus in Madison, Wisconsin, with a graphite reflector. The Commission has found that operation of the reactor in accordance with the terms and conditions of the license, as amended, will not present any undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

The Commission has found that prior public notice of proposed issuance of this amendment is not necessary in the public interest since the operation of the reactor as proposed does not present any substantial changes in the hazards to the health and safety of the public from those presented by the previously approved operation of the reactor.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of the issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within thirty days after issuance of the license amendment. Petitions for leave to intervene or requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the AEC's Public Document Room, 1717 H Street NW., Washington, D.C.

For further details see (1) the application for license amendment dated December 9, 1960, submitted by The Regents of the University of Wisconsin, and (2) a hazards analysis prepared by the hazards evaluation staff of the Division of Licensing and Regulation, both on file at the AEC's Public Document Room. A copy of item (2) above may be obtained at the AEC's Public Document Room or upon request addressed to the Atomic Energy Commission, Washing-

ton 25, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 30th day of December 1960.

For the Atomic Energy Commission.

EBER R. PRICE,
Acting Director, Division of
Licensing and Regulation.

[License No. R-74; Amdt. 1]

In addition to the activities previously authorized by the Commission in License No. R-74, The Regents of the University of Wisconsin are authorized, as requested in their application for license amendment dated December 9, 1960, to operate the pool-type nuclear reactor, located on The University of Wisconsin's campus in Madison, Wisconsin, with a graphite reflector.

The reactor shall be operated in accordance with the procedures and subject to the limitations set forth in License No. R-74 and in the application for license amendment dated December 9, 1960.

This amendment is effective as of the date of issuance.

Date of issuance: December 30, 1960.

For the Atomic Energy Commission.

EBER R. PRICE,
Acting Director,
Division of Licensing and Regulation.

[F.R. Doc. 61-74; Filed, Jan. 5, 1961;
8:45 a.m.]

FARM CREDIT ADMINISTRATION

[Farm Credit Administration Order 685]

CERTAIN OFFICERS

Authority and Order of Precedence To
Act as Deputy Governor and Director of Cooperative Bank Service

DECEMBER 30, 1960.

1. Robert C. Mahone, Deputy Director of Cooperative Bank Service, is hereby authorized to exercise and perform all functions, powers, authority, and duties pertaining to the office of Deputy Governor and Director of Cooperative Bank Service in the event that the Deputy Governor and Director is unavailable to act by reason of absence or for any other cause.

2. Noel G. Stocker, Loan and Operations Officer, is hereby authorized to exercise and perform all functions, powers, authority, and duties pertaining to the office of Deputy Governor and Director of Cooperative Bank Service in the event that the Deputy Governor and Director and Deputy Director Mahone are unavailable to act by reason of absence or for any other cause.

3. Earl R. Kittredge, Loan and Operations Officer, is hereby authorized to exercise and perform all functions, powers, authority, and duties pertaining to the office of Deputy Governor and Director of Cooperative Bank Service in the event that the Deputy Governor and Director, Deputy Director Mahone, and Loan and Operations Officer Stocker are unavailable to act by reason of absence or for any other cause.

4. This order shall be and become effective on the date above written and supersedes Farm Credit Administration Order No. 676 (24 F.R. 287).

R. B. TOOTELL,
Governor,
Farm Credit Administration.

[F.R. Doc. 61-90; Filed, Jan. 5, 1961;
8:46 a.m.]

FEDERAL TRADE COMMISSION

[File No. 21-538]

STATIONERS INDUSTRY

Notice of Trade Practice Conference

A trade practice conference for the Stationers Industry will be held under the auspices of the Federal Trade Commission on Friday, January 27, 1961, at the Edgewater Beach Hotel, Chicago, Ill., commencing at 10:00 a.m. (c.s.t.).

The conference will be held under the general supervision of the Honorable Robert T. Secrest, Federal Trade Commissioner, and will constitute the first step in the proceeding authorized by the Commission for the establishment of trade practice rules for this industry.

Members of this industry are the persons, firms, corporations and organizations (including manufacturers, importers, wholesalers, jobbers, and others) engaged in the sale, offering for sale, or distribution of industry products as hereinafter defined which are marketed to retail stores for resale to consumer purchasers; also retailers which sell such products to consumers. Industry products referred to embrace inks, pastes, blank books, tablets, social stationery, art supplies, calendars, paper clips, crayons, filing supplies, globes, maps, pencil sharpeners, rubber bands, staples and staplers, stenographic supplies, desk accessories and other office supplies. Not included are products to which trade practice rules for the following industries have application:

Fountain Pen and Mechanical Pencil Industry.
Marking Devices Industry.
Wood Cased Lead Pencil Industry.
Engraved Stationery & Allied Products Industry of the New York City Trade Area.
Luggage and Related Products Industry.
Manifold Business Forms Industry.
Fine and Wrapping Paper Distributing Industry.
School Supply and Equipment Industry.
Gummed Paper and Sealing Tape Industry.

The purpose of the conference is to afford all members of this industry an opportunity to consider, and propose for establishment, subject to Commission approval, rules designed to eliminate and prevent unfair methods of competition, unfair or deceptive acts or practices, and other trade abuses violative of laws administered by the Commission. Any industry member may submit suggested trade practice rules for consideration at the conference and take part in the consideration and discussion of proposals or suggestions presented by others.

Among the subjects for rules which have been suggested for consideration at the conference are: misrepresentation

as to character of business; deception (general); misleading illustrations; deceptive price representations; substitution of products; use of the word "free"; guarantees and warranties; misrepresentation as to origin and disclosure of foreign origin; deceptive use and imitation of trade or corporate names, trade marks, etc.; commercial bribery; consignment distribution; inducing breach of contract; defamation of competitors or false disparagement of their products; enticing away employees of competitors; push money; prohibited forms of trade restraints (unlawful price fixing, etc.); prohibited sales below cost; prohibited discrimination; and false invoicing.

After the conference on January 27, 1961, and before any rules are finally approved by the Commission, a draft of proposed rules in appropriate form will be made available to all interested or affected parties including consumers and consumer organizations, upon public notice, affording them an opportunity to present their views, criticisms, and suggestions regarding the proposed rules and to be heard at a public hearing in the matter to be announced by the Commission.

Issued: January 4, 1961.

By direction of the Commission.

[SEAL] ROBERT N. PARRISH,
Secretary.

[F.R. Doc. 61-110; Filed, Jan. 5, 1961;
8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 811-475]

NATIONAL RESERVE ASSOCIATION, INC.

Motion for Order of Deregistration

DECEMBER 29, 1960.

Notice is hereby given that the Securities and Exchange Commission ("Applicant") hereby moves pursuant to section 8(f) of the Investment Company Act of 1940, for an order finding and declaring that the National Reserve Association, Inc. ("National") has ceased to be an investment company.

In support of said motion, the Commission sets forth the following:

1. National registered as a face amount certificate company under section 8(a) of the Investment Company Act of 1940, by notification of registration filed November 20, 1942.

2. National filed an application under the Investment Company Act of 1940 and the Securities Act of 1933 on August 8, 1942, regarding the issuance of securities. On October 15, 1942, the application under the Investment Company Act of 1940 was withdrawn and on December 22, 1942, the Commission permitted withdrawal of the 1933 Act filing. All available information indicates that National never issued securities or began operation.

On May 1, 1957, in answer to a letter to the Secretary of State of Michigan,

the state of National's incorporation, the Michigan Corporation and Securities Commission informed this Commission that National was incorporated in Michigan on November 11, 1942. Since they had not received any annual reports or fees, the charter became void on August 31, 1945, pursuant to state law.

Section 8(f) of the Investment Company Act of 1940 provides in part that whenever the Commission, on its own motion, finds that a registered investment company has ceased to be an investment company, it shall so declare by order and that upon the taking effect of such order the registration of such company shall cease to be in effect.

Notice is hereby given that any interested person may, not later than January 13, 1961, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, as provided by Rule O-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in this notice, unless an order for hearing upon this matter shall be issued upon request, or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 61-86; Filed, Jan. 5, 1961;
8:46 a.m.]

[File No. 812-1350]

PARIBAS CORP.

Notice of Filing of Application for Order Exempting Company From All the Provisions of the Act

DECEMBER 30, 1960.

Notice is hereby given that Paribas Corporation ("Applicant"), a corporation organized under the laws of Delaware, has filed an application pursuant to section 6(c) of the Investment Company Act of 1940 (the "Act") for an order of the Commission under section 6(c) exempting it from all the provisions of the Act.

Applicant was organized on October 11, 1960, at the instance of Banque de Paris et des Pays Bas, S. A. ("Banque de Paris"), a French corporation. The authorized capital stock of Applicant consists of 1,000 shares of common stock without par value all of which is proposed to be issued to Banque de Paris. Applicant does not contemplate that any securities will be issued to any person other than Banque de Paris in the future. The application states that Banque de Paris will acquire all the authorized stock of the Applicant for its own account as principal with no intention of distributing or otherwise disposing of such shares.

Applicant expects that its business will ultimately consist primarily of the underwriting and distribution of securities, the sale of securities to customers and brokerage transactions. Applicant may also be engaged in investing and trading in securities for its own account, and these activities may constitute its primary business for a period of years. Applicant is registered as a broker and dealer under the Securities Exchange Act of 1934 and is a member of the National Association of Securities Dealers, Inc.

Banque de Paris which, as noted above, will own all of the outstanding securities of Applicant, was organized in 1872. It does not do business in the United States. Banque de Paris' total assets as of December 31, 1959, amounted to approximately \$468,000,000 and its net worth was approximately \$45,000,000.

Banque de Paris engages in underwriting securities, investing in securities for its own account and in the business of accepting deposits from and making loans to large corporations. It does not transact business with the general public. Of Applicant's total income for 1959, approximately 68 percent was derived from lending operations; 19 percent from underwriting securities and 9 percent from profits on sales of securities.

On December 31, 1959, Banque de Paris had outstanding 1,963,200 shares of capital stock. Such shares are traded on the Paris Bourse and on other European exchanges. The application states that most of such shares are in bearer form and that Banque de Paris, therefore, does not know the nationalities or residences of its stockholders. It is pointed out, however, that such shares have never been publicly offered in the United States and are not traded on any domestic exchange, and that within Applicant's knowledge only 1,500 shares are held by eight citizens or residents of the United States who acquired such stock during 1960 from a domestic broker-dealer who has engaged in a limited amount of over-the-counter trading in the shares.

Applicant states that an exemption under section 6(c) of the Act from all the provisions of the Act is appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act. In support of this contention, the Applicant points out, among other things, that all the outstanding securities of Applicant will be directly owned by the Banque de Paris, a foreign company; that Banque de Paris stock has never been distributed in this country and; the lack of any appreciable investor interest by citizens or residents of the United States.

Applicant has submitted the following as appropriate conditions to any order of exemption: (1) That Paribas notify the Commission of the issuance by it of any securities (other than short-term paper) to any person other than Banque de Paris; (2) that Paribas provide the Commission with a copy of each annual report of Banque de Paris beginning with the report for 1960; (3) that Pari-

bas notify the Commission of any offering in the United States by Banque de Paris of any security of which it is the issuer and, so far as known to it, of the holding of any such security by any United States resident.

Generally speaking, section 6(c) of the Act provides that the Commission by order upon application may conditionally or unconditionally exempt any person from any provision or provisions of the Act or of any rule or regulation thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than January 13, 1961 at 12:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for a hearing upon said application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 61-87; Filed, Jan. 5, 1961;
8:46 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ALASKA

Transfer of Jurisdiction of Interest

DECEMBER 28, 1960.

By virtue of the authority contained in section 7 of the Public Works Act of August 24, 1949 (63 Stat. 629; 48 U.S.C. 486e), and pursuant to sections 1.9(u) (5) and 2.9 of Delegation Order Number 541 of April 21, 1954 (19 F.R. 2473), it is ordered as follows:

Jurisdiction of interest in and to the following described lands is hereby transferred to the Office of Territories, Department of the Interior:

E $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ -SE $\frac{1}{4}$ NW $\frac{1}{4}$, portion of Lot 12, Sec. 5, T. 5 N., R. 11 W., Seward Meridian, containing 1.875 acres.

In any subsequent conveyance which may be made of the lands to a public body under authority of the Act of August 24, 1949, supra, the instrument of conveyance shall contain a provision reserving a right-of-way for ditches and canals constructed under authority of

the United States, and reserving also to the United States:

(1) All mineral deposits in the lands conveyed together with the right to mine and remove the same under applicable laws and regulations as the Secretary may prescribe;

(2) A provision for the reversion to the United States, during a period of no longer than twenty-five years from the date of such instrument, of title to the conveyed land upon a finding by the Secretary that the land has not been used by the grantee or its successor for the purpose for which it was conveyed for a period of five years or such lesser period as the Secretary may specify in the conveyance;

(3) A right-of-way for the construction of railroads, telegraph and telephone lines in accordance with the Act of March 12, 1914 (38 Stat. 305; 48 U.S.C. 305); and

(4) Such other reservations, covenants, terms and conditions as the Secretary may prescribe in the conveyance.

DALE E. ZIMMERMAN,
Acting Manager.

[F.R. Doc. 61-82; Filed, Jan. 5, 1961;
8:46 a.m.]

[Document 234; Classification 71]

ARIZONA

Small Tract Classification; Amendment

DECEMBER 29, 1960.

In Federal Register Document 60-11662, appearing on page 12915, published December 16, 1960, the description shown under T. 15 S., R. 12 E. should be amended to read as follows:

Section 7: SE $\frac{1}{4}$ SW $\frac{1}{4}$; that portion of Lot 4 lying South of State Highway 86, exclusive of W $\frac{1}{2}$ SW $\frac{1}{4}$.

RAYMOND C. CLEGHORN,
Acting State Supervisor.

[F.R. Doc. 61-78; Filed, Jan. 5, 1961;
8:45 a.m.]

[Document 235; Classification 72]

ARIZONA

Small Tract Classification

1. Pursuant to authority delegated to me by Bureau Order No. 541, dated April 21, 1954 (19 F.R. 2473), I hereby classify the following described public lands, totaling 70 acres under the provisions of the Small Tract Act of June 1, 1938 (52 Stat. 609, 43 U.S.C. 682a) as amended.

GILA AND SALT RIVER MERIDIAN

T. 6 N., R. 3 E., Maricopa County, Arizona,
Sec. 35: W $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$,
SE $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$.

2. Classification of the above described lands by this order segregates them from all appropriations, including locations under the mining laws, except as to applications under the mineral leasing laws.

3. The lands classified by this order shall not become subject to application under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U.S.C. 682a) as amended until it is so provided by an order to be issued by an authorized officer.

4. The lands are covered with preference right applications, as provided for by 43 CFR 257.5, which will be granted as soon as possible.

Dated: December 30, 1960.

RAYMOND C. CLEGHORN,
Acting State Supervisor.

[F.R. Doc. 61-79; Filed, Jan. 5, 1961;
8:45 a.m.]

[Classification 606]

CALIFORNIA

Small Tract Classification; Amendment

1. Effective immediately the lands described under Section 11, Township 45 North, Range 7 West, MD Mer., listed in Paragraph 1 of Federal Register Document 60-11588, appearing on page 12847 of the issue for December 14, 1960, are revised to read:

Lots 2 thru 5 inclusive;
Lots 8 thru 11 inclusive;
Portion of Lot 3 exclusive of patented M.S. 6431;
 $N\frac{1}{2}NW\frac{1}{4}$ and $SE\frac{1}{4}NW\frac{1}{4}$ exclusive of patented M.S. 6431;
 $SW\frac{1}{4}SW\frac{1}{4}$ exclusive of portions of patented Lots 61 and 62.

R. G. SPORLEDER,
*Officer-in-Charge, Northern
Field Group, Sacramento,
California.*

[F.R. Doc. 61-77; Filed, Jan. 5, 1961;
8:45 a.m.]

COLORADO

Notice of Proposed Withdrawal and Reservation of Lands; Correction

DECEMBER 29, 1960.

Effective immediately, Notice of Proposed Withdrawal and Reservation of Lands pertaining to application for withdrawal, Colorado 046749 of the U.S. Forest Service, Federal Register Document 60-11388 appearing in the issue of December 8, 1960, at pages 12575 and 12576 is corrected as follows:
From:

Crystal Lake Back Area Camp

T. 44 N., R. 4 W.,
Sec. 19 (unsurveyed), $E\frac{1}{2}NE\frac{1}{4}$, $SW\frac{1}{4}$,

To:

Crystal Lake Back Area Camp

T. 44 N., R. 4 W.,
Sec. 19 (unsurveyed), $E\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$

ANDREW J. SENTI,
*Acting Lands
and Minerals Officer.*

[F.R. Doc. 61-84; Filed, Jan. 5, 1961;
8:46 a.m.]

COLORADO

Notice of Proposed Withdrawal and Reservation of Land; Correction

DECEMBER 27, 1960.

Effective immediately, Notice of Proposed Withdrawal and Reservation of

Lands pertaining to application for withdrawal, Colorado 046748 of the Bureau of Reclamation, U.S. Department of the Interior, Federal Register Document 60-11556, appearing in the issue of December 13, 1960, at page 12756 and 12757, is corrected as follows:

From:

T. 11 N., R. 92 W.,
Sec. 11, $E\frac{1}{2}NE\frac{1}{4}$, $NW\frac{1}{4}NE\frac{1}{4}$, $NW\frac{1}{4}NW\frac{1}{4}$
 $SW\frac{1}{4}$, and $NE\frac{1}{4}SE\frac{1}{4}$;

To:

T. 11 N., R. 92 W.,
Sec. 11, $E\frac{1}{2}NE\frac{1}{4}$, $NW\frac{1}{4}NE\frac{1}{4}$, $NW\frac{1}{4}$,
 $NW\frac{1}{4}SW\frac{1}{4}$, and $NE\frac{1}{4}SE\frac{1}{4}$;

ANDREW J. SENTI,
*Acting Lands
and Minerals Officer.*

[F.R. Doc. 60-83; Filed, Jan. 5, 1961;
8:46 a.m.]

IDAHO

Notice of Proposed Withdrawal and Reservation of Lands

DECEMBER 29, 1960.

The Bureau of Sport Fisheries and Wildlife has filed an application, Serial Number Idaho 04836 for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining laws but not the mineral leasing laws. The applicant desires the land for the C. J. Strike Snake River Wildlife Management Area.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, P.O. Box 2237, Boise, Idaho.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

BOISE MERIDIAN, IDAHO

T. 5 S., R. 4 E.,
Sec. 12: Lots 5, 6, and 7;
Sec. 13: $NW\frac{1}{4}NE\frac{1}{4}$;
Sec. 22: $SW\frac{1}{4}SE\frac{1}{4}$;
Sec. 26: $NW\frac{1}{4}NW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$;
Sec. 27: Lot 3, $E\frac{1}{2}NE\frac{1}{4}$.

T. 6 S., R. 4 E.,
Sec. 2: Lot 1.

T. 5 S., R. 6 E.,
Sec. 31: Lots 6, 7.

T. 5 S., R. 7 E.,
Sec. 29: Lot 4;
Sec. 35: $S\frac{1}{2}SE\frac{1}{4}$.

T. 6 S., R. 7 E.,
Sec. 1: Lots 1, 2, 3, and 4;
Sec. 2: Lot 1.

T. 5 S., R. 8 E.,
Sec. 31: Lots 1, 2, 3, 4;
Sec. 32: Lots 3 and 4.
T. 6 S., R. 8 E.,
Sec. 6: Lot 5.

The areas described aggregate 931.13 acres.

The above lands are an addition to the lands in Tract C of the original notice appearing in Federal Register Document 55-1298, on page 993 of the issue for February 16, 1955. The following changes in the stipulations are proposed:

3. Tract A and B shall be managed by the Idaho Department of Fish and Game.

4. Tract C will not be fenced and grazing resources will be managed by the Bureau of Land Management.

JOE T. FALLINI,
State Supervisor.

[F.R. Doc. 61-80; Filed, Jan. 5, 1961;
8:46 a.m.]

NEVADA

Notice of Proposed Withdrawal and Reservation of Lands

DECEMBER 28, 1960.

The Department of the Navy has filed an application, Serial Number Nevada 056459, for the withdrawal of the lands described below, from all forms of appropriation, including the mining and mineral leasing laws and grazing use. The applicant desires the land for construction of additional improvements and for the protection and maintenance of existing improvements at U.S. Naval Auxiliary Air Station at Fallon, Nevada.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Post Office Box No. 1551, Reno, Nevada.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

MOUNT DIAULO MERIDIAN, NEVADA

T. 18 N., R. 29 E.,
Sec. 3, $NW\frac{1}{4}SW\frac{1}{4}$, $SW\frac{1}{4}SW\frac{1}{4}$, $SE\frac{1}{4}SW\frac{1}{4}$;
Sec. 4, Lot 6;
Sec. 10, $W\frac{1}{2}NE\frac{1}{4}$, $NE\frac{1}{4}NW\frac{1}{4}$, $E\frac{1}{2}SW\frac{1}{4}$,
 $SE\frac{1}{4}$;
Sec. 24, $N\frac{1}{2}NE\frac{1}{4}$, $SW\frac{1}{4}NE\frac{1}{4}$, $NW\frac{1}{4}SE\frac{1}{4}$,
 $NW\frac{1}{4}$, $N\frac{1}{2}SW\frac{1}{4}$, $SW\frac{1}{4}SW\frac{1}{4}$.

The area as described contains 986.57 acres.

E. J. PALMER,
State Supervisor.

[F.R. Doc. 61-81; Filed, Jan. 5, 1961;
8:46 a.m.]

CUMULATIVE CODIFICATION GUIDE—JANUARY

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